MULTI-YEAR MAINTENANCE COSTS

OF

SELECTED ALASKAN HIGHWAYS

ΒY

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April 1983

Prepared for:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DIVISION OF PLANNING AND PROGRAMMING
RESEARCH SECTION
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TABLE OF CONTENTS

| | Page | |
|---|------|--|
| | | |
| List of Figures | iii | |
| List of Tables | iv | |
| Chapter 1: Introduction | 1 | |
| Chapter 2: Route Averages | 6 | |
| Chapter 3: Mile-by-Mile Surface Maintenance Costs | 20 | |
| Chapter 4: Implementation of Research Results | 76 | |

LIST OF FIGURES

| | | Page |
|--|---|-------|
| Average Maintenance Costs, All Cost Categories | | .• |
| Fig. 1: Group Avg. Paved Roads, Gravel Roads, All Roads. | • | 9 |
| Fig. 2: Individual Paved Roads | • | 10 |
| Fig. 3: Individual Gravel Roads | | 11 |
| Average Costs, Surface Maintenance Category | | |
| Fig. 4: Group Avg. Paved Roads, Gravel Roads, All Roads. | • | 13 |
| Fig. 5: Individual Paved Roads | • | 14 |
| Fig. 6: Individual Gravel Roads | • | 15 |
| Average Costs, Snow and Ice Control | | |
| Fig. 7: Group Avg Paved Roads, Gravel Roads, All Roads . | | 17 |
| Fig. 8: Individual Paved Roads | | 18 |
| Fig. 9: Individual Gravel Roads | • | 19 |
| Mile-By-Mile Surface Maintenance Costs | | |
| Fig. 10: Alaska Hwy., FY '74 - '82 | | 21-24 |
| Fig. 11: Denali Hwy., FY '74 - '82 | | 28-29 |
| Fig. 12: Elliot Hwy., FY '78 - '82 | • | 32-33 |
| Fig. 13: Parks Hwy., FY '78 - '82 | • | 35-39 |
| Fig. 14: Richardson Hwy., FY '74 - '82 | • | 43-46 |
| Fig. 15: Seward-Glenallen Hwy., FY '77 - '82 | | 50-54 |
| - Fig. 16: Steese Hwy., FY '74 - '82 | • | 58-60 |
| Fig. 17: Sterling Hwy., FY '78 - '82 | • | 63-64 |
| Fig. 18: Taylor Hwy., FY '74 - '82 | | 67-69 |
| Fig. 19: Tok Cutoff Hwv., FY '74 - '82 | | 72-73 |

LIST OF TABLES

| | | Page |
|-------------------------|-------|--|
| Table Table Table | 2: | Composition of Highway Maintenance Costs by Cost Category 4 Alaskan Highways Examined in this Report |
| Route | Ave | rage Costs |
| Table Table Table | 5: | All Maintenance Cost Categories |
| Mile-E | By-M∶ | ile Surface Maintenance Costs |
| Table | 7: | Alaska Hwy., FY '74 - '82 |
| Table | 8: | Denali Hwy., FY '74 - '82 |
| Table | 9: | Elliot Hwy., FY '78 - '82 |
| Table | 10: | Parks Hwy., FY '78 - '82 |
| Table | 11: | Richardson Hwy., FY '74 - '82 |
| Table | 12: | Seward-Glenallen Hwy., FY '77 - '82 |
| | | Steese Hwy., FY '74 - '82 61-62 |
| | | Sterling Hwy., FY '74 - '82 65-66 |
| | | Taylor Hwy., FY '74 - '82 |
| Table | 16: | Tok Curoff Hwy., FY '74 - '82 |

CHAPTER 1

INTRODUCTION

This report contains multi-year maintenance cost information for most of the major rural highways in Alaska. All figures are derived from data maintained by the Alaska Department of Transportation and Public Facilities (DOTPF). This data base is compiled from employee time and equipment reports (timesheets). Maintenance costs are recorded in four separate categories, which are described in Table 1.

The highways investigated are listed in Table 2. Data for as many years as was readily available were studied; usually this was 9 fiscal years, although in some cases as few as 5 years data were used.

All costs in this report have been converted to 1982 dollars using the cost indices listed in Table 3. No bridge maintenance costs of any kind are included, nor are costs from urban and/or four lane sections of roads in the Fairbanks and Anchorage areas.

Overhead costs for administration and maintenance of facilities are not included in the figures listed in this report. The "Compilation of Highway and Airport Maintenance Costs" (Research Section Report No. AK-RD-82-16, January 1982) estimated this overhead to add 31% to costs in FY81; their magnitude in other years is not known.

This report is similar in some respects to the "Compilation of Highway and Airport Maintenance Costs". Differences between the two include the following:

-The previous report listed total costs only, whereas this report also lists "roadway surface" and "snow and ice control" costs separately.

-The previous report contained information for FY81 only, whereas this report contains five to nine years' data for each route.

-The previous report listed costs in terms of 1981 dollars per "lane-mile", which was defined as an area 12 feet wide by one mile long (i.e. exactly 7,040 square yards of road surface). This report lists costs in 1982 dollars per mile of roadway, regardless of roadway width.

-The previous report listed only average costs for each major section of each road, whereas "roadway surface" costs are listed by individual mile in this report.

-This report contains information for selected routes only, whereas the previous report contained data for all state-maintained roads.

Chapter 2 contains annual costs (in 1982 dollars per mile) averaged over all highway mileage studied. It contains separate figures averaged over all the mileage with paved surfaces and all with gravel surfaces, as well as averages by individual route. Figures are presented for total maintenance costs and also for the "roadway surface" and "snow and ice control" cost categories.

Chapter 3 presents multi-year surface maintenance cost averages by individual mile of each route studied.

It should be noted that these historical maintenance costs do not indicate how much money should have been spent on these routes, nor do they indicate the quality of performance achieved by these maintenance expenditures.

Investigation of those highway sections which show very high maintenance costs should be helpful in programming reconstruction and repair work. Conversely, investigation of low cost sections may identify successful design features which could be imitated elsewhere. In some cases, however, very high or low costs listed in this report may be due to a problem in cost reporting or accounting. The consistently high surface maintenance costs in the Healy Maintenance Station's section of the Parks Highway, for example, drop sharply in adjacent sections (see Fig. 13). These high costs, then, may indicate an accounting problem at that station rather than a problem with the road itself.

A Note on CDS Routes

The data are reported in terms of the Coordinated Data System (CDS) logs for each route. Route miles in the CDS logs often differ from historical route mileposts, and occasionally even the name of a route differs from the traditional name. In the current CDS log, for example, the road between Delta Junction and Fairbanks is part of the Alaska Highway, not the Richardson. The CDS "Seward-Glenallen Highway" is a combination of the traditionally named Seward and Glenn Highways, beginning in Seward. The CDS "Elliot Highway" runs between the Dalton Highway turnoff north of Livengood and Manley Hot Springs. In earlier years the CDS "Elliot Highway" extended between Fox and Eureka (these incompatible data are not included in this report). The Steese Highway is now listed in the CDS logs as the 152 miles of road between Fox and Circle City: prior to FY 1978 it was included as an extension of the Parks Highway. Reported figures for the Steese between '74 and '75 in this report are the last 152 miles of the earlier route listing.

Revisions in the CDS route logs have occurred from time to time, particularly in 1977 and 1978. Where such changes were minor and could be accounted for, the earlier data are included; small differences in route lengths, etc., may therefore be noticed in the report.

TABLE 1

COMPOSITION OF HIGHWAY MAINTENANCE COSTS BY COST CATEGORY

Roadway and Runway Surface

Patching - hand
Patching - machine, overlay and leveling
Pavement crack and joint sealing - hand
Seal coating - chip, sand and fog, slurry
Blading and restoring unpaved surfaces and shoulders,
Dust Control
Base stabilization and repair - spot gravel
Base stabilization and repair - general grading

Airport and Roadside Facilities

Cleaning drainage structures
Drainage structure, replacement or repair
Cleaning and shaping ditches
Slope repair - washout and erosion
Stream bed maintenance
Path and trail maintenance
Fence, gate and cattle guard maintenance
Litter barrel and trash cleanup
Sweeping - machine
Sweeping - hand
Patrol and inspection

Traffic Services

Sign installation, replacement and maintenance
Delineator posts, reflectors and milepost markers - install,
replace and clean tie-downs
Guard rail maintenance
Pavement striping - machine
Pavement marking or removal - hand machine
Roadway and sign lighting - maintenance and illumination
Traffic signal maintenance and power

Snow and Ice Control

Snow removal Avalanche control and cleanup Thawing/related costs Sanding and ice control

TABLE 2

ALASKAN HIGHWAYS EXAMINED IN THIS REPORT

| Name |
|--------------------------|
| Sterling Highway |
| Seward-Glenallen Highway |
| Denali Highway |
| Steese Highway |
| Elliot Highway |
| Parks Highway |
| Alaska Highway |
| Richardson Highway |
| Tok Cutoff Highway |
| Taylor Highway |
| |

TABLE 3 - COST INDICES

To account for inflation, costs were multiplied by the following factors to convert them to equivalent 1982 dollars. These factors were calculated from typical increases in maintenance personnel wage levels over the period.

| Fiscal Year of Cost | Cost Index | | | | |
|---------------------|------------|--|--|--|--|
| | | | | | |
| 1974 | 1.78 | | | | |
| 1975 | 1.70 | | | | |
| 1976 | 1.61 | | | | |
| 1977 | 1.52 | | | | |
| 1978 | 1.45 | | | | |
| 1979 | 1.35 | | | | |
| 1980 | 1.20 | | | | |
| 1981 | 1.10 | | | | |
| 1982 | . 1.00 | | | | |
| | | | | | |

CHAPTER 2

ROUTE AVERAGES

This chapter contains average costs per mile for entire routes in the "surface maintenance" and "snow and ice control" categories, as well as figures for total maintenance costs (all categories). These figures are listed for each year studied; multi-year averages are also included.

Average costs per mile have also been computed for the group of roads with paved surfaces, for those with gravel surfaces, and for all studied roads combined.

NOTES TO TABLES & FIGURES IN CHAPTER 2

- 1. The "gravel" road category includes the Steese, Elliot, Taylor, and Denali Highways; all other routes are in the "paved" road category. These categories are not entirely accurate, since in reality the first 31 miles of the CDS Steese Highway (as far as historical milepost 44) are paved, as are the first 21 miles of the Denali Highway. All routes in the "paved" category are entirely paved with asphalt concrete or asphalt surface treatments.
- 2. All of the roads in the "paved" category are kept open in winter, while with one exception those in the "gravel" category are not maintained in winter. The exception is the Steese Highway, which is kept open in winter as far as the end of the pavement and also between Central and Circle; a total of about 66 miles or more than 40% of the length of the route.

3. All multi-route averages are weighted according to the lengths of the routes involved. These route lengths are as follows (variations indicate changes in the CDS log and/or unavailability of complete data).

Taylor Hwy: 161 miles (all years)

Denali Hwy: 135 miles ('74-'77), 136 miles ('78-'82)

Steese Hwy: 152 miles (all years)

Elliot Hwy: 84 miles ('78-'82), no data for earlier years Parks Hwy: 279 miles ('74-'76), 278 miles ('77), 316 miles

('78-'82)

Sterling Hwy: 139 miles ('78-'82), no data for earlier years

Alaska Hwy: 275 miles, (all years)

Richardson Hwy: 271 miles ('74-'77), 272 miles ('78-'82)

Tok Cutoff Hwy: 124 miles (all years)

Seward/Glenallen Hwy: 260 miles ('77-'82), no data for

earlier years

4. Urban and/or four lane sections of highways in the Fairbanks and Anchorage areas have <u>not</u> been included in the averages. These sections include the Anchorage Maintenance Station section of the Seward/Glenallen Highway, the end of the Alaska Highway (between Eielson Air Force Base and Fairbanks) and the end of the Parks Highway (between Ester and Fairbanks).

4

TABLE 4

ROUTE AVERAGE COSTS

All Maintenance Cost Categories, 1982 Dollars Per Mile

HIGHWAY

FISCAL YEAR

| | 174 | '75 | '76 | 177 | '78 | 179 | '80 | '81 | '82 | AVG. |
|-------------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | | | | | | | | 0 776 | 2 400 | 2 022 |
| Taylor | 2,019 | 4,213 | 3,410 | 2,312 | 2,709 | 2,813 | 2,558 | 2,776 | 3,489 | 2,922 |
| Denali | 1,530 | 1,930 | 1,984 | 2,112 | 2,790 | 2,690 | 2,633 | 4,277 | 2,304 | 2,472 |
| Steese | 3,696 | 3,402 | 4,469 | 4,495 | 4,579 | 3,251 | 4,539 | 3,520 | 4,060 | 4,001 |
| Elliot | N/A | N/A | N/A | N/A | 6,376 | 4,913 | 5,334 | 3,606 | 4,752 | 4,996 |
| Parks | 5,175 | 6,853 | 7,521 | 7,016 | 9,782 | 7,783 | 9,285 | 6,699 | 7,749 | 7,590 |
| Sterling | N/A | N/A | N/A | N/A | 10,620 | 8,145 | 9,671 | 5,542 | 6,479 | 8,091 |
| Alaska | 3,435 | 4,436 | 5,468 | 4,521 | 6,359 | 6,490 | 5,163 | 7,570 | 7,972 | 5,713 |
| Richardson | 8,225 | 12,115 | 14,084 | 15,412 | 16,702 | 15,742 | 17,227 | 15,071 | 14,245 | 14,317 |
| Tok Cutoff | 7,153 | 6,648 | 7,414 | 5,870 | 8,871 | 11,756 | 7,949 | 8,008 | 6,184 | 7,761 |
| Seward/ | 8,929 | 10,511 | 11,319 | 10,910 | 15,916 | 11,747 | 13,945 | 9,767 | 9,491 | 11,393 |
| Glenallen | | | | | | | | | | |
| Avg. Gravel | 2,441 | 3,250 | 3,340 | 2,992 | 3,841 | 3,237 | 3,580 | 3,502 | 3,549 | 3,326 |
| Avg. Paved | 6,469 | 8,245 | 9,328 | 9,052 | 11,608 | 10,222 | 10,813 | 9,090 | 9,125 | 9,393 |
| Avg. All | 5,379 | 6,893 | 7,707 | 7,413 | 9,453 | 8,284 | 8,806 | 7,539 | 7,578 | 7,726 |

Figure 1

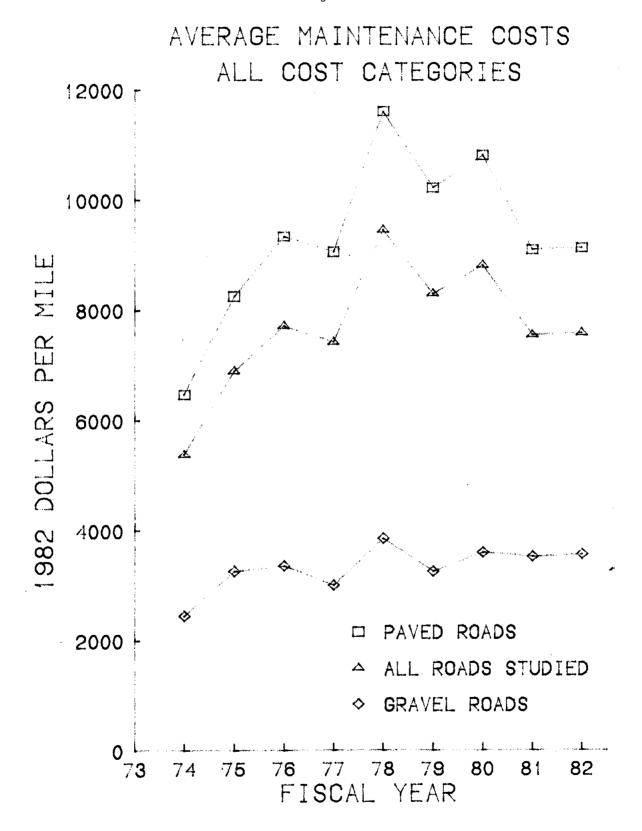


Figure 2

AVERAGE MAINTENANCE COSTS ALL COST CATEGORIES

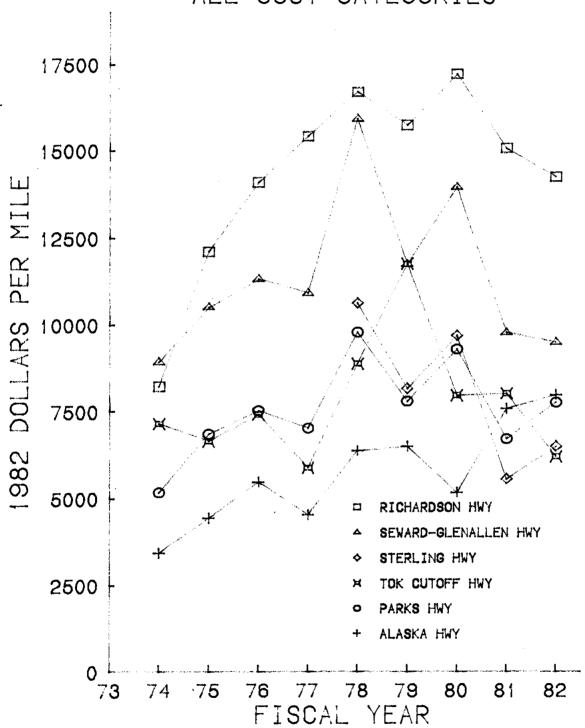
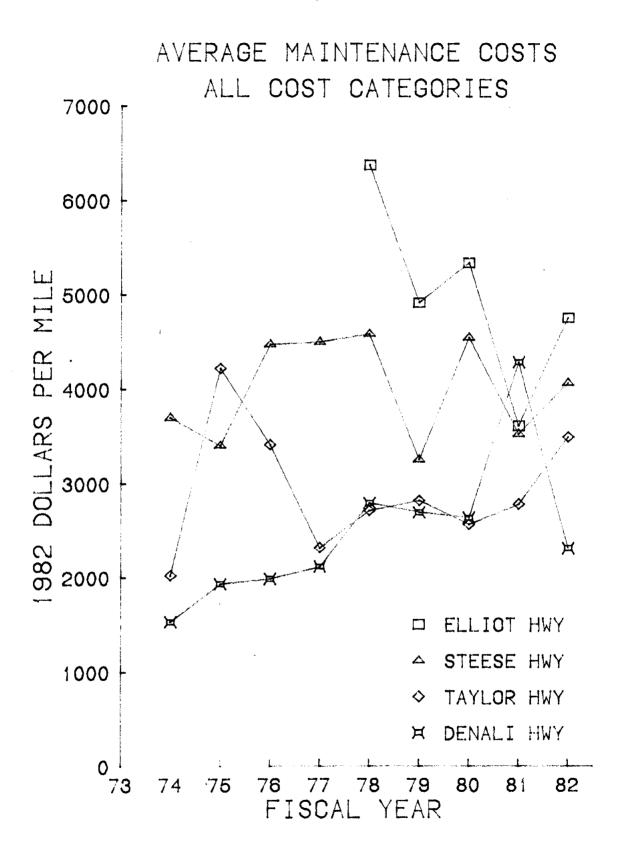


Figure 3



ROUTE AVERAGE COSTS

Surface Maintenance, 1982 Dollars Per Mile

TABLE 5

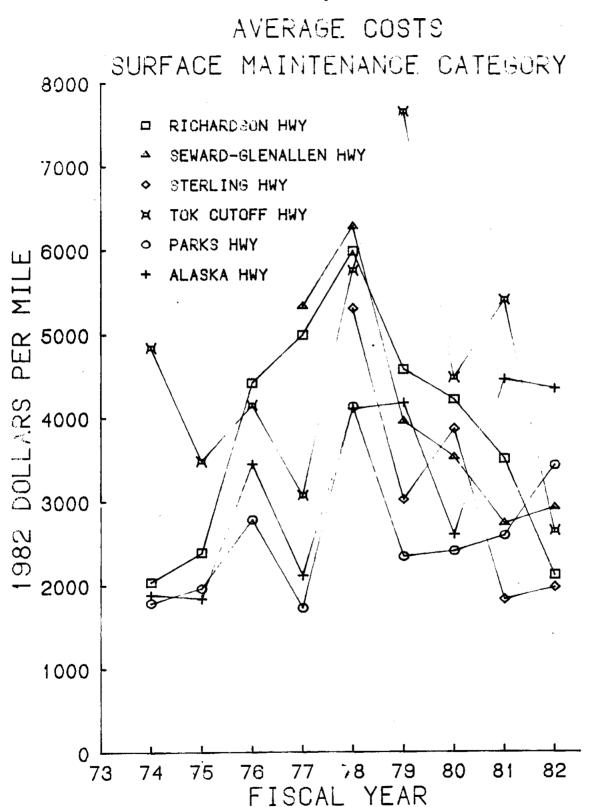
HIGHWAY-

FISCAL YEAR

| | 174 | 175 | '76 | . 177 | 178 | 179 | '80 | 181 | 182 | AVG. |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Taylor | 743 | 1,557 | 2,401 | 1,296 | 1,167 | 1,220 | 1,255 | 1,254 | 1,352 | 1,361 |
| Denali | 721 | 705 | 1,089 | 1,818 | 1,437 | 942 | 1,696 | 3,195 | 1,192 | 1,423 |
| Steese | 1,680 | 1,211 | 2,075 | 2,791 | 1,948 | 1,288 | 2,072 | 1,493 | 1,299 | 1,762 |
| Elliot | N/A | N/A | N/A | N/A | 4,053 | 926 | 2,561 | 1,551 | 1,770 | 2,172 |
| Parks, | 1,791 | 1,963 | 2,782 | 1,732 | 4,136 | 2,341 | 2,405 | 2,590 | 3,429 | 2,603 |
| Mile 0-316 | | | | | | | | | | |
| Sterling | N/A | N/A | N/A | N/A | 5,302 | 3,016 | 3,862 | 1,827 | 1,974 | 3,196 |
| Alaska | 1,886 | 1,838 | 3,446 | 2,112 | 4,109 | 4,179 | 2,599 | 4,459 | 4,347 | 3,219 |
| Mile 0-275 | | | | | | | | | | |
| Richardson | 2,039 | 2,391 | 4,421 | 4,992 | 5,992 | 4,580 | 4,217 | 3,506 | 2,117 | 3,807 |
| Tok Cutoff | 4,840 | 3,480 | 4,150 | 3,071 | 5,758 | 7,661 | 4,481 | 5,408 | 2,642 | 4,610 |
| Seward/ | N/A | N/A | N/A | 5,334 | 6,283 | 3,956 | 3,525 | 2,734 | 2,920 | 4,125 |
| Glenallen | | | | | | | | | | |
| Avg. Gravel | 1,054 | 1,183 | 1,895 | 1,961 | 1,913 | 1,122 | 1,806 | 1,864 | 1,362 | 1,577 |
| Avg. Paved | 2,288 | 2,247 | 3,621 | 3,463 | 5,160 | 3,991 | 3,341 | 3,343 | 3,042 | 3,467 |
| Avg. All | 1,892 | 1,906 | 3,068 | 3,056 | 4,258 | 3,195 | 2,915 | 2,932 | 2,575 | 2,922 |

Figure 4 AVERAGE COSTS SURFACE MAINTENANCE CATEGORY 6000 5000 PER DOLLARS 3000 1982 1000 PAVED ROADS ALL ROADS STUDIED GRAVEL ROADS 0 76 77 78 79 FISCAL YEAR 73 75 74 80 81 82

Figure 5



AVERAGE COSTS
SURFACE MAINTENANCE CATEGORY

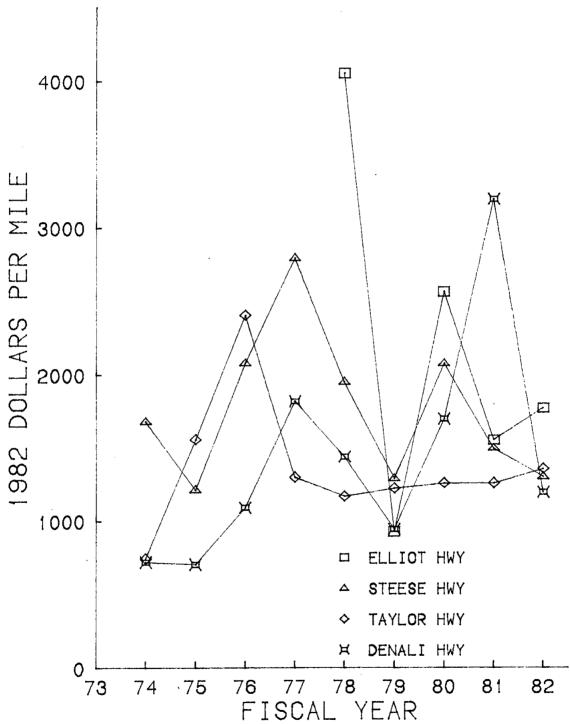


TABLE 6

ROUTE AVERAGE COSTS

Snow & Ice Removal, 1982 Dollars Per Mile

HIGHWAY

FISCAL YEAR

| '74 | 175 | '76 | 177 | 178 | 179 | '80 | '81 | 182 | AVG. |
|-------|--|---|--|---|---|---|---|--|-------|
| 248 | 1,694 | 1,014 | 158 | 544 | 913 | 525 | 753 | 1,340 | 799 |
| | 986 | 869 | 210 | 831 | 1,479 | 789 | 623 | 960 | 832 |
| | | 2,395 | 796 | 2,126 | 1,534 | 1,683 | 1,207 | 1,850 | 1,630 |
| | | N/A | N/A | 1,354 | 2,951 | 1,565 | 1,214 | 2,398 | 1,896 |
| | | | 4,622 | 3,625 | 3,879 | 4,439 | 2,236 | 2,987 | 3,594 |
| | - | | N/A | 4,068 | 3,625 | 4,210 | 1,986 | 2,048 | 3,187 |
| | | | 1,638 | 1,503 | 1,351 | 1,652 | 1,229 | 2,168 | 1,635 |
| | | | 8,863 | 7,929 | 7,823 | 9,834 | 8,588 | 8,103 | 8,230 |
| | | | 2,403 | 2,038 | 2,928 | 1,828 | 1,448 | 2,462 | 2,195 |
| 3,328 | | 7,636 | 4,404 | 6,833 | 5,551 | 7,849 | 3,946 | 4,046 | 5,484 |
| - | | | | | | | | | |
| 834 | 1,428 | 1,439 | 390 | 1,196 | 1,556 | 1,087 | 922 | 1,555 | 1,167 |
| | | | | | | | | | |
| | | | | | | | | | |
| 2,667 | 4,770 | 5,613 | 4,619 | 4,549 | 4,351 | 5,323 | 3,505 | 3,884 | 4,361 |
| | | | | | | | | | |
| | | | | | | | | | |
| 2,171 | 3,865 | 4,483 | 3,475 | 3,619 | 3,576 | 4,147 | 2,788 | 3,238 | 3,484 |
| | 248 733 1,543 N/A 1,865 N/A 1,063 4,991 1,578 3,328 | 248 1,694 733 986 1,543 1,538 N/A N/A 1,865 4,078 N/A N/A 1,063 2,104 4,991 8,521 1,578 1,970 3,328 5,764 834 1,428 2,667 4,770 | 248 1,694 1,014 733 986 869 1,543 1,538 2,395 N/A N/A N/A 1,865 4,078 4,721 N/A N/A N/A 1,063 2,104 2,009 4,991 8,521 9,411 1,578 1,970 3,105 3,328 5,764 7,636 834 1,428 1,439 2,667 4,770 5,613 | 248 1,694 1,014 158 733 986 869 210 1,543 1,538 2,395 796 N/A N/A N/A N/A 1,865 4,078 4,721 4,622 N/A N/A N/A N/A 1,063 2,104 2,009 1,638 4,991 8,521 9,411 8,863 1,578 1,970 3,105 2,403 3,328 5,764 7,636 4,404 834 1,428 1,439 390 2,667 4,770 5,613 4,619 | 248 1,694 1,014 158 544 733 986 869 210 831 1,543 1,538 2,395 796 2,126 N/A N/A N/A N/A 1,354 1,865 4,078 4,721 4,622 3,625 N/A N/A N/A N/A N/A 4,068 1,063 2,104 2,009 1,638 1,503 4,991 8,521 9,411 8,863 7,929 1,578 1,970 3,105 2,403 2,038 3,328 5,764 7,636 4,404 6,833 834 1,428 1,439 390 1,196 2,667 4,770 5,613 4,619 4,549 | 248 1,694 1,014 158 544 913 733 986 869 210 831 1,479 1,543 1,538 2,395 796 2,126 1,534 N/A N/A N/A N/A 1,354 2,951 1,865 4,078 4,721 4,622 3,625 3,879 N/A N/A N/A N/A 4,068 3,625 1,063 2,104 2,009 1,638 1,503 1,351 4,991 8,521 9,411 8,863 7,929 7,823 1,578 1,970 3,105 2,403 2,038 2,928 3,328 5,764 7,636 4,404 6,833 5,551 834 1,428 1,439 390 1,196 1,556 2,667 4,770 5,613 4,619 4,549 4,351 | 248 1,694 1,014 158 544 913 525 733 986 869 210 831 1,479 789 1,543 1,538 2,395 796 2,126 1,534 1,683 N/A N/A N/A N/A 1,354 2,951 1,565 1,865 4,078 4,721 4,622 3,625 3,879 4,439 N/A N/A N/A N/A N/A 4,068 3,625 4,210 1,063 2,104 2,009 1,638 1,503 1,351 1,652 4,991 8,521 9,411 8,863 7,929 7,823 9,834 1,578 1,970 3,105 2,403 2,038 2,928 1,828 3,328 5,764 7,636 4,404 6,833 5,551 7,849 834 1,428 1,439 390 1,196 1,556 1,087 2,667 4,770 5,613 4,619 4,549 4,351 5,323 | 248 1,694 1,014 158 544 913 525 753 733 986 869 210 831 1,479 789 623 1,543 1,538 2,395 796 2,126 1,534 1,683 1,207 N/A N/A N/A N/A 1,354 2,951 1,565 1,214 1,865 4,078 4,721 4,622 3,625 3,879 4,439 2,236 N/A N/A N/A N/A 4,068 3,625 4,210 1,986 1,063 2,104 2,009 1,638 1,503 1,351 1,652 1,229 4,991 8,521 9,411 8,863 7,929 7,823 9,834 8,588 1,578 1,970 3,105 2,403 2,038 2,928 1,828 1,448 3,328 5,764 7,636 4,404 6,833 5,551 7,849 3,946 834 1,428 1,439 390 1,196 1,556 1,087 922 2,667 4,770 5,613 4,619 4,549 4,351 5,323 3,505 | 248 |

^{*} See Note 2

Figure 7

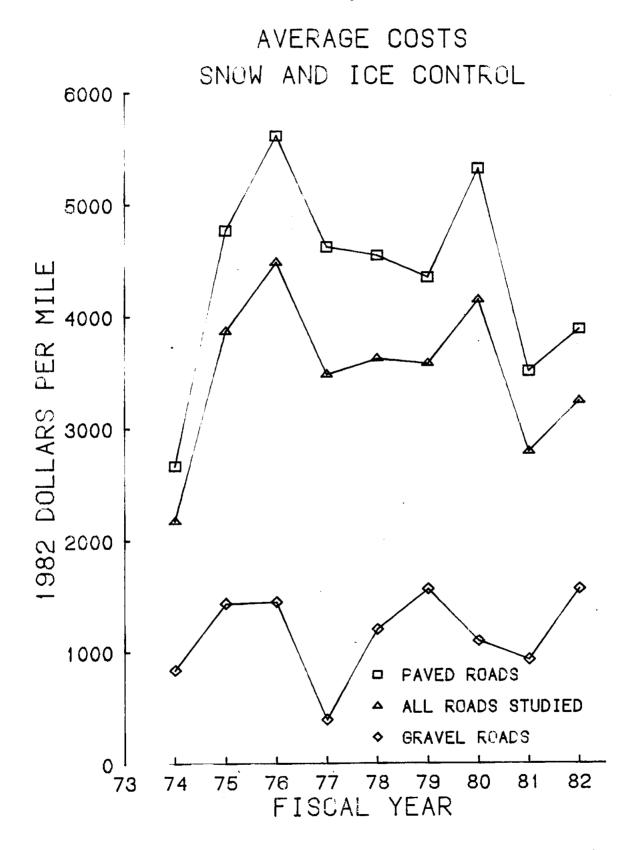


Figure 8
AVERAGE COSTS

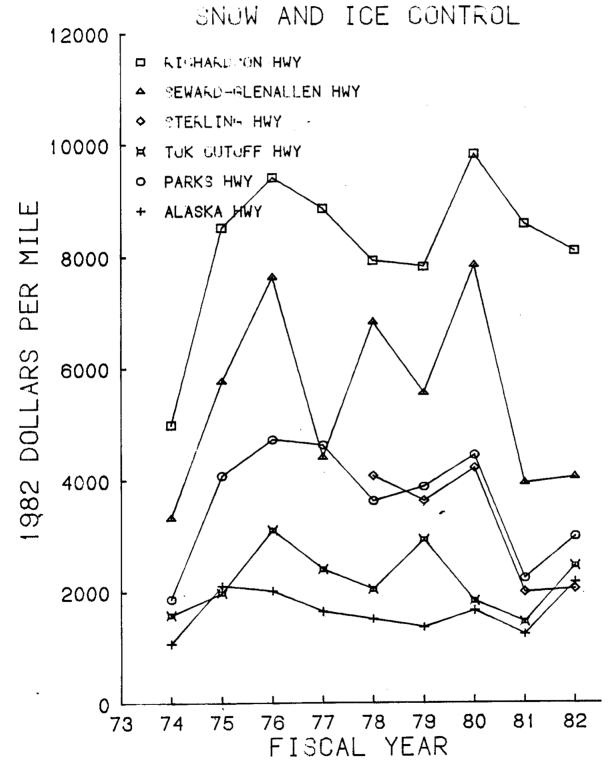
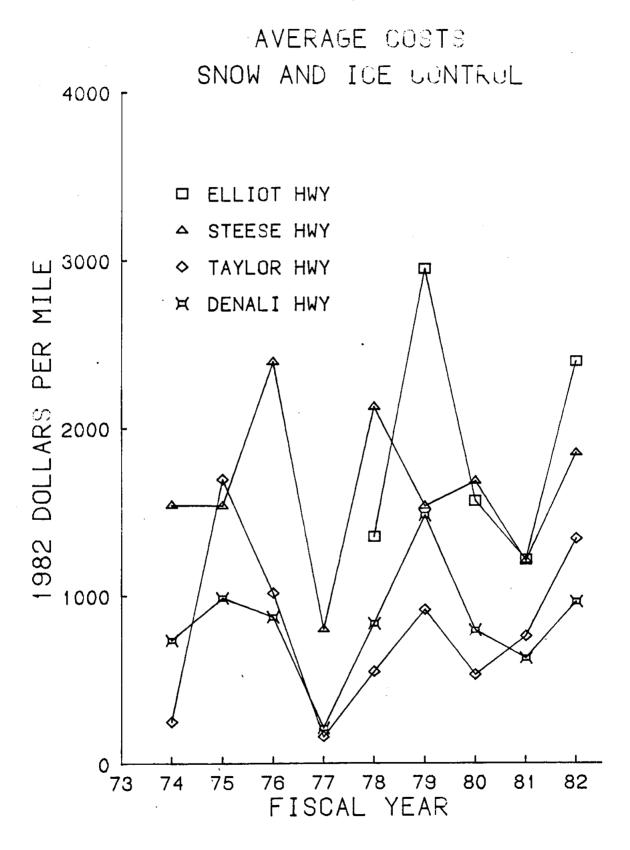


Figure 9



CHAPTER 3

MILE-BY-MILE SURFACE MAINTENANCE COSTS

This chapter contains average annual expenses in the surface maintenance category by individual mile of roadway. The figures are listed in 1982 dollars, and the years used in computing the averages are noted on the tables and figures. The routes include all of those listed in Table 2. They are listed in the alphabetical order of their names.

No figures have been computed for the last 22 miles of the Alaska Highway (the four lane section between Eielson Air Force Base and Fairbanks).

ALASKA HWY FY 74-82 SURFACE MAINTENANCE COSTS

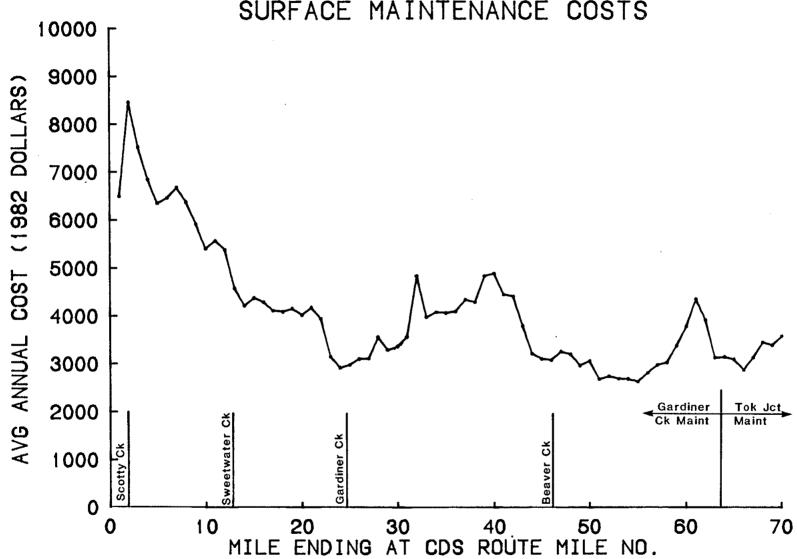


Figure 10

ALASKA HWY FY 74-82 SURFACE MAINTENANCE COSTS

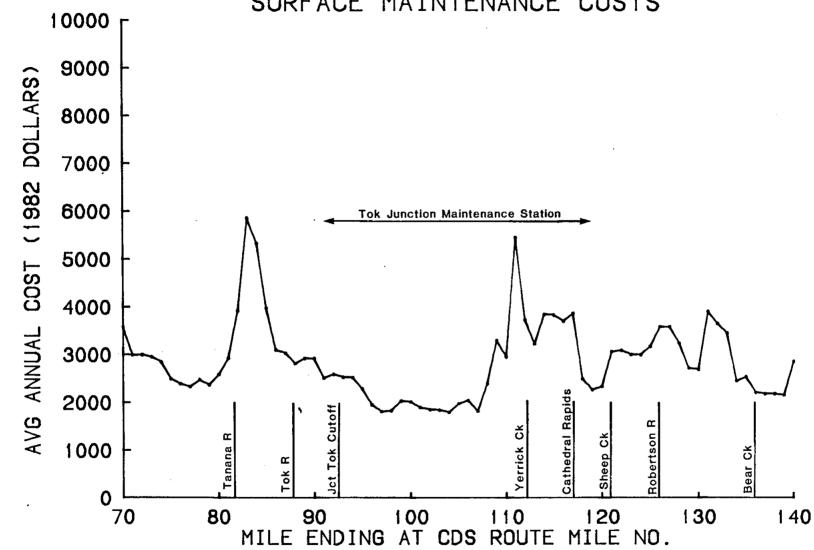
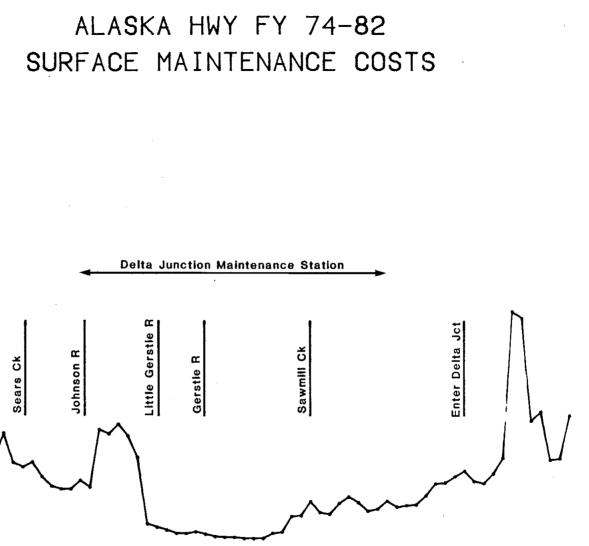


Figure 10

150

0 <u></u>



180 190 ROUTE MILE NO.

200

210

Figure 10 (cont.)

160 170 MILE ENDING AT CDS

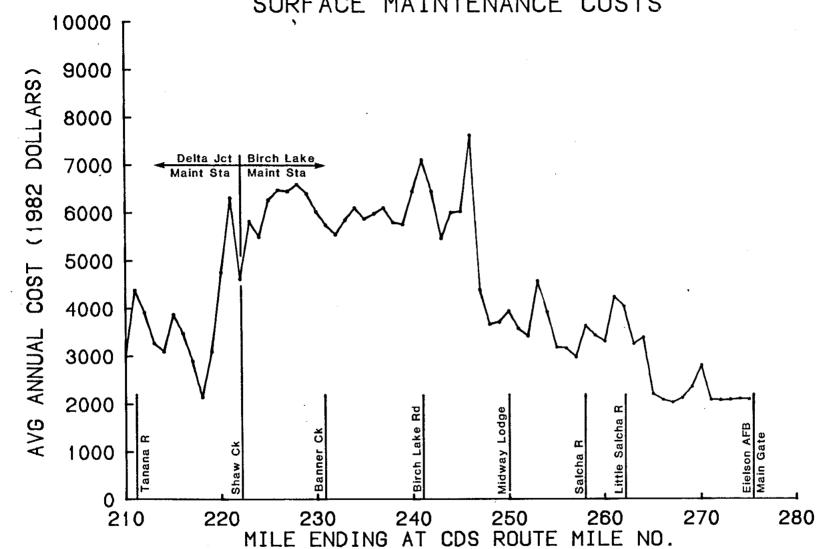


Figure 10 (cont.)

TABLE 7

Alaska Highway, CDS Route 180,000

Average Annual Surface Maintenance Costs FY '74-'82

| | Average Cost | | Average Cost | | Average Cost | | Average Cost |
|----------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|
| CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars |
| | 6,488 | 29 - 30 | 3,364 | | | 00 | 2 000 |
| 0 - 1 | | - 31 | 3,566 | - 59 | 3,375 | - 88 | 2,808 |
| ~ 2 | 8,456 | - 32 | h 040 | 59 - 60 | 3,784 | ~ 89 | 2,917 |
| - 3 | 7,523 | - 32 - 33 | 3,978 | - 61 | 4,356 | 89 - 90 | 2,913 |
| - 4 | 6,844 | | · | - 62 | 3,922 | ~ 91 | 2,510 |
| - 5 | 6,349 | - 34 | 4,081 | - 63 | 3,128 | - 92 | 2,586 |
| - 6 | 6,461 | - 35 | 4,065 | - 64 | 3,143 | - 93 | 2,526 |
| - 7 | 6,682 | - 36 | 4,097 | - 65 | 3,093 | - 94 | 2,522 |
| - 8 | 6,373 | - 37 | 4,344 | - 66 | 2,872 | - 95 | 2,284 |
| - 9 | 5,916 | - 38 | 4,292 | - 67 | 3,128 | - 96 | 1,951 |
| 9 - 10 | 5,400 | - 39 | 4,836 | - 68 | 3,451 | - 97 | 1,869 |
| - 11 | 5,565 | 39 - 40 | 4,889 | - 69 | 3,393 | - 98 | 1,826 |
| - 12 | 5,381 | - 41 | 4,448 | 69 - 70 | 3,579 | - 99 | 2,027 |
| - 13 | 4,578 | - 42 | 4,411 | - 71 | 2,992 | 99 - 100 | 2,008 |
| - 14 | 4,214 | - 43 | 3,787 | - 72 | 2,997 | - 101 | 1,893 |
| - 15 | 4,377 | - 44 | 3,208 | - 73 | 2,948 | - 102 | 1,845 |
| - 16 | 4,288 | - 45 | 3,099 | • - 74 | 2,846 | - 103 | 1,835 |
| - 17 | 4,110 | - 46 | 3,075 | - 75 | 2,495 | - 104 | 1,790 |
| - 18 | 4,086 | - 47 | 3,253 | - 76 | 2,388 | - 105 | 1,971 |
| - 19 | 4,154 | - 48 | 3,202 | - 77 | 2,329 | - 106 | 2,036 |
| 19 - 20 | 4,016 | - 49 | 2,966 | - 78 | 2,474 | - 107 | 1,810 |
| - 21 | 4,174 | 49 - 50 | 3,059 | - 79 | 2,367 | - 108 | 2,386 |
| - 22 | 3,942 | - 51 | 2,681 | 79 - 80 | 2,57 | - 109 | 3,287 |
| - 23 | 3,148 | - 52 | 2,739 | - 81 | 2,923 | 109 - 110 | 2,947 |
| - 24 | 2,923 | - 53 | 2,688 | - 82 | 3,917 | - 111 | 5,450 |
| - 25 | 2,978 | - 54 | 2,684 | - 83 | 5,853 | - 112 | 3,723 |
| | 3,106 | - 55 | 2,629 | | | - 112 | 3,218 |
| - 26 | | - 56 | 2,812 | - 84 | 5,325 | | |
| - 27 | 3,114 | - 57 | 2,977 | - 85 | 3,974 | - 114 | 3,836 |
| - 28 | 3,563 | , - 57 | 3,027 | - 86 | 3,094 | - 115 | 3,826 |
| - 29 | 3,294 | - 28 | 3,027 | - 87 | 3,025 | - 116 | 3,695 |

Average Cost

Average Cost

Average Cost

| | Average Cost | | Average Cost | | Average Cost | | Average Cost |
|-----------|--------------|---------------|--------------|-----------|--------------|-----------|--------------|
| CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Miles | 1982 Dollars |
| | | | | - 175 | 451 | - 206 | 2,878 |
| - 117 | 3,862 | - 146 | 1,816 | - 176 | 426 | - 207 | 3,067 |
| - 118 | 2,489 | ~ 147 | 2,151 | - 177 | 426 | - 208 | 2,065 |
| - 119 | - 2,266 | 148 | 2,194 | - 178 | 426 | - 209 | 2,090 |
| 119 - 120 | 2,328 | - 149 | 2,159 | - 179 | 534 | 209 - 210 | 2,988 |
| - 121 | 3,061 | 149 - 150 | 2,093 | 179 - 180 | 559 | - 211 | 4,380 |
| - 122 | 3,086 | - 151 | 2,634 | - 181 | 887 | - 212 | 3,912 |
| ~ 123 | 2,997 | - 152 | 2,018 | - 182 | 905 | - 213 | 3,272 |
| - 124 | 2,996 | - 153 | 1,928 | - 183 | 1,202 | - 214 | 3,097 |
| - 125 | 3,167 | - 154 | 2,032 | - 184 | 970 | - 215 | 3,871 |
| - 126 | 3,582 | - 155 | 1,728 | - 185 | 934 | - 216 | 3,480 |
| - 127 | 3,582 | - 156 | 1,528 | - 186 | 1,160 | - 217 | 2,894 |
| - 128 | 3,236 | - 157 | 1,468 | - 187 | 1,297 | - 218 | 2,141 |
| - 129 | 2,714 | - 158 | 1,468 | - 188 | 1,182 | - 219 | 3,097 |
| 129 - 130 | 2,685 | - 159 | 1,649 | - 189 | 999 | 219 - 220 | 4,754 |
| - 131 | 3,903 | 159 - 160 | 1,513 | 189 - 190 | 1,040 | - 221 | 6,308 |
| - 132 | 3,649 | - 161 | 2,705 | - 191 | 1,206 | - 222 | 4,616 |
| - 133 | 3,452 | - 162 | 2,619 | - 192 | 1,084 | - 223 | 5,820 |
| - 134 | 2,452 | - 163 | 2,818 | - 193 | 1,112 | - 224 | 5,495 |
| - 135 | 2,533 | - 164 | 2,581 | - 194 | 1,126 | - 225 | 6,263 |
| - 136 | 2,206 | - 165 | 2,129 | - 195 | 1,311 | - 226 | 6,468 |
| - 137 | 2,177 | - 166 | 737 | - 196 | 1,566 | - 227 | 6,443 |
| - 138 | 2,177 | - 167 | 665. | - 197 | 1,583 | - 228 | 6,588 |
| - 139 | 2,152 | - 168 | 607 | ~ 198 | 1,708 | - 229 | 6,399 |
| 139 - 140 | 2,855 | - 169 | 535 | - 199 | 1,829 | 229 - 230 | 6,019 |
| - 141 | 4,248 | 169 - 170 | 532 | 199 - 200 | 1,616 | ~ 231 | 5,743 |
| 142 | 2,578 | - 171 | 566 | - 201 | 1,568 | - 232 | 5,540 |
| - 143 | 1,573 | - 1 72 | 516 | - 202 | 1,776 | - 233 | 5,845 |
| - 144 | 1,556 | - 173 | 467 | - 203 | 2,102 | - 234 | 6,098 |
| - 145 | 1,615 | - 174 | 451 | - 204 | 5,164 | - 235 | 5,870 |
| | | | | | | | |

Average Cost

| | Average Cost | | Average Cost |
|-----------|--------------|-----------|--------------|
| CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars |
| | | | |
| | | | |
| - 237 | 6,100 | - 265 | 2,202 |
| - 238 | 5,793 | ~ 266 | 2,078 |
| - 239 | 5,748 | - 267 | 2,024 |
| 239 - 240 | 6,439 | - 268 | 2,117 |
| - 241 | 7,097 | - 269 | 2,353 |
| - 242 | 6,438 | 269 - 270 | 2,801 |
| - 243 | 5,458 | - 271 | 2,079 |
| - 244 | 5,997 | - 272 | 2,073 |
| - 245 | 6,019 | - 273 | 2,083 |
| - 246 | 7,610 | - 274 | 2,100 |
| - 247 | 4,388 | - 275 | 2,091 |
| - 248 | 3,658 | | |
| - 249 | 3,705 | | |
| 249 - 250 | 3,935 | | |
| - 251 | 3,569 | | |
| - 252 | 3,414 | | |
| - 253 | 4,558 | | |
| - 254 | 3,916 | | |
| - 255 | 3,183 | | |
| - 256 | 3,159 | | |
| - 257 | 2,975 | | |
| - 258 | 3,629 | | |
| - 259 | 3,430 | | |
| 259 - 260 | 3,304 | | |
| - 261 | 4,236 | | |
| - 262 | 4,036 | | |
| - 263 | 3,250 | | |
| - 264 | 3,385 | | |

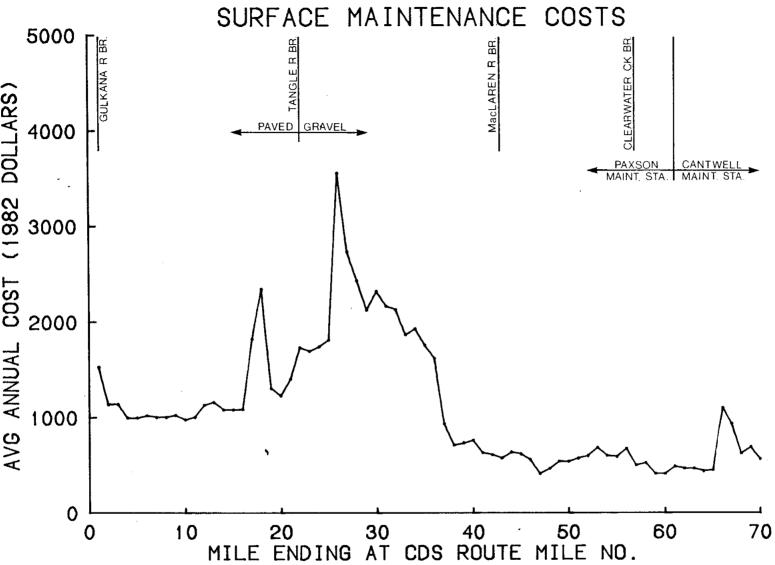


Figure 11

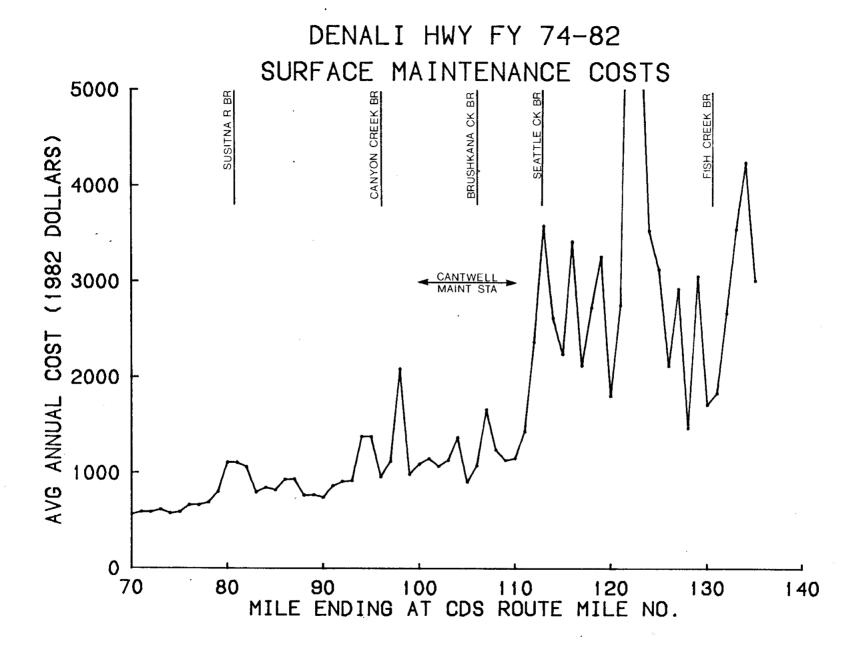


Figure 11 (cont.)

TABLE 8

Denali Highway, CDS Route 140,000

Average Annual Surface Maintenance Costs FY '74 - '82

| | Average Cost | , | Average Cost | | Average Cost | | Average Cost |
|----------|--------------|----------|--------------|----------|--------------|-----------|--------------|
| CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars |
| | | | • | | | | |
| - 1 | 1,524 | 29 - 30 | 2,319 | - 59 | 409 | 89 - 90 | 746 |
| - 2 | 1,138 | - 31 | 2,164 | 59 - 60 | 409 | - 88 | 767 |
| - 3 | 1,138 | - 32 | 2,131 | - 61 | 487 | - 89 | 769 |
| - 4 | 997 | - 33 | 1,867 | - 62 | 466 | 90 ~ 91 | 864 |
| - 5 | 997 | - 34 | 1,931 | - 63 | 466 | - 92 | 912 |
| - 6 | 1,019 | - 35 | 1,757 | ~ 64 | 438 | - 93 | 920 |
| - 7 | 1,003 | - 36 | 1,618 | - 65 | 450 | - 94 | 1,380 |
| - 8 | 1,003 | - 37 | 993 | - 66 | 1,100 | - 95 | 1,381 |
| - 9 | 1.024 | - 38 | 709 | - 67 | 935 | - 96 | 963 |
| 9 - 10 | 977 | - 39 | 732 | - 68 | 624 | - 97 | 1,123 |
| - 11 | 1,003 | 39 - 40 | 759 | - 69 | 689 | - 98 | 2,087 |
| - 12 | 1,130 | - 41 | 629 | 69 - 70 | 566 | - 99 | 988 |
| - 13 | 1,158 | - 42 | 610 | - 71 | 590 | 99 - 100 | 1,093 |
| - 14 | 1,081 | - 43 | 574 | 72 | 590 | - 101 | 1,150 |
| - 15 | 1,081 | - 44 | 637 | - 73 | 616 | - 102 | 1,069 |
| - 16 | 1,085 | - 45 | 618 | - 74 | 576 | - 103 | 1,133 |
| - 17 | 1,820 | - 46 | 557 | ~ 75 | 591 | - 104 | 1,370 |
| - 18 | 2,344 | - 47 | 413 | - 76 | 663 | - 105 | 907 |
| - 19 | 1,303 | - 48 | 465 | - 77 | 663 | - 106 | 1,076 |
| 19 - 20 | 1,227 | - 49 | 540 | - 78 | 689 | - 107 | 1,660 |
| - 21 | 1,400 | 49 - 56 | 540 | - 79 | 803 | - 108 | 1,240 |
| - 22 | 1,731 | - 51 | 573 | 79 - 80 | 1,108 | - 109 | 1,129 |
| - 23 . | 1,692 | - 52 | 598 | - 81 | 1,107 | 109 ~ 110 | 1,152 |
| - 24 | 1,740 | - 53 | 685 | - 82 | 1,061 | - 111 | 1,429 |
| - 25 | 1,812 | - 54 | 600 | - 83 | 798 | - 112 | 2,369 |
| - 26 | 3,556 | - 55 | 588 | - 84 | 844 | - 113 | 3,578 |
| - 27 | 2,736 | - 56 | 675 | - 85 | 819 | - 114 | 2,621 |
| - 28 | 2,433 | - 57 | 501 | - 86 | 929 | - 115 | 2,243 |
| - 29 | 2,124 | - 58 | 523 | - 87 | 935 | - 116 | 3,417 |

TABLE 8 (cont.)

| | Average Cost |
|-----------|--------------|
| CDS Mile | 1982 Dollars |
| | |
| - 117 | 2,122 |
| - 118 | 2,731 ' |
| - 119 | 3,259 |
| 119 - 120 | 1,805 |
| 120 - 121 | 2,752 |
| - 122 | 7,648 |
| - 123 | 5,988 |
| - 124 | 3,530 |
| - 1.25 | 3,125 |
| - 126 | 2,121 |
| - 127 | 2,923 |
| - 128 | 1,470 |
| - 129 | 3,056 |
| 129 - 130 | 1,714 |
| - 131 | 1,834 |
| - 132 | 2,673 |
| - 133 | 3,546 |
| - 134 . | 4,243 |
| ~ 135 | 3,016 |

ELLIOT HWY FY 78-82 SURFACE MAINTENANCE COSTS 5000 (1982 DOLLARS) 8 9 9 9 9 Livengood Maint Sta Manley Maint Sta LSO2 2000 AVG ANNUAL 1000 20 30 40 50 MILE ENDING AT CDS ROUTE MILE NO. 70 10 60 0

Figure 12

ELLIOT HWY FY 78-82 SURFACE MAINTENANCE COSTS

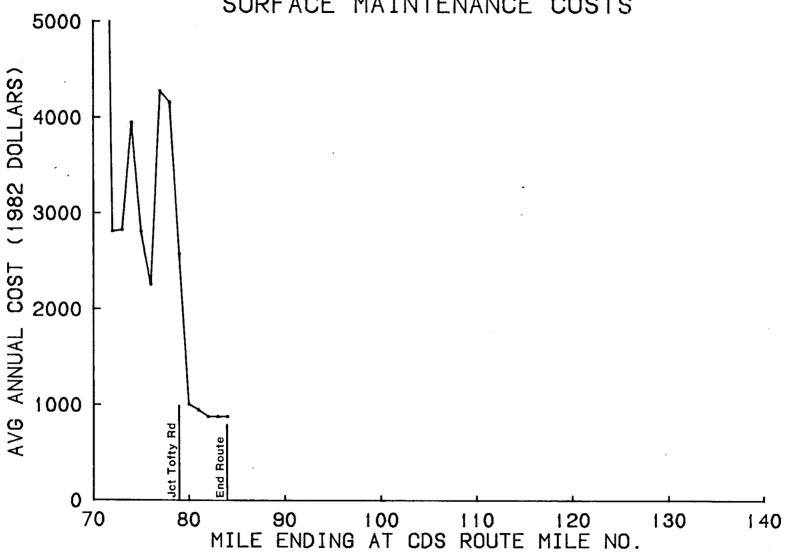


Figure 12 (cont.)

TABLE 9
Elliot Highway, CDS Route 153,000
Average Annual Surface Maintenance Costs FY '78 - '82

| | Average Cost | | Average Cost | | Average Cost |
|----------|--------------|----------|--------------|----------|--------------|
| CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars |
| | | | • | | |
| 0 ~ 1 | 982 | 29 - 30 | 1,256 | - 59 . | 1,411 |
| - 2 | 1,004 | 30 - 31 | 1,347 | 59 ~ 60 | 2,276 |
| ~ 3 | 1,004 | - 32 | 1,359 | - 61 | 2,610 |
| - 4 | 1,016 | - 33 | 1,360 | - 62 | 2,849 |
| - 5 | 873 | - 34 | 764 | - 63 | 4,211 |
| - 6 | 863 | - 35 | 781 | - 64 | 4,764 |
| - 7 | 854 | - 36 | 2,127 | - 65 | 2,036 |
| - 8 | 1,398 | - 37 | 1,686 | - 66 | 1,924 |
| - 9 | 2,267 | - 38 | 753 | - 67 | 1,303 |
| 9 - 10 | 1,428 | - 39 | 2,124 | - 68 | 3,065 |
| - 11 | 1,320 | 39 - 40 | 1,243 | - 69 | 1,862 |
| - 12 | 4,881 | - 41 | 971 | 69 - 70 | 10,670 |
| - 13 | 4,850 | - 42 | 2,417 | - 71 | 12,234 |
| - 14 | 1,518 | - 43 | 2,461 | - 72 | 2,809 |
| - 15 | 1,041 | - 44 | 2,346 | - 7·3 | 2,824 |
| - 16 | 1,594 | - 45 | 2,064 | - 74 | 3,944 |
| - 17 | 1,594 | - 46 | 1,771 | - 75 | 2,109 |
| - 18 | 1,581 | - 47 | 3,347 | - 76 | 2,258 |
| - 19 | 1,561 | - 48 | 1,253 | - 77 | 4,275 |
| 19 - 20 | 1,565 | - 49 | 1,604 | - 78 | 4,157 |
| - 21 | 1,512 | 49 - 50 | 1,250 | - 79 | 2,573 |
| - 22 | 1,581 | - 51 | 1,387 | 79 - 80 | 1,004 |
| - 23 | 1,505 | - 52 | 1,811 | - 81 | 947 |
| 24 | 1,484 | - 53 | 1,876 | - 82 | 875 |
| - 25 | 1,484 | - 54 | 1,533 | - 83 | 875 |
| - 26 | 1,484 | - 55 | 2,166 | - 84 | 875 |
| - 27 | 1,484 | - 56 | 2,065 | | |
| - 28 | 1,456 | - 57 | 2,938 | | |
| - 29 | 1,517 | - 58 | 5,992 | | |

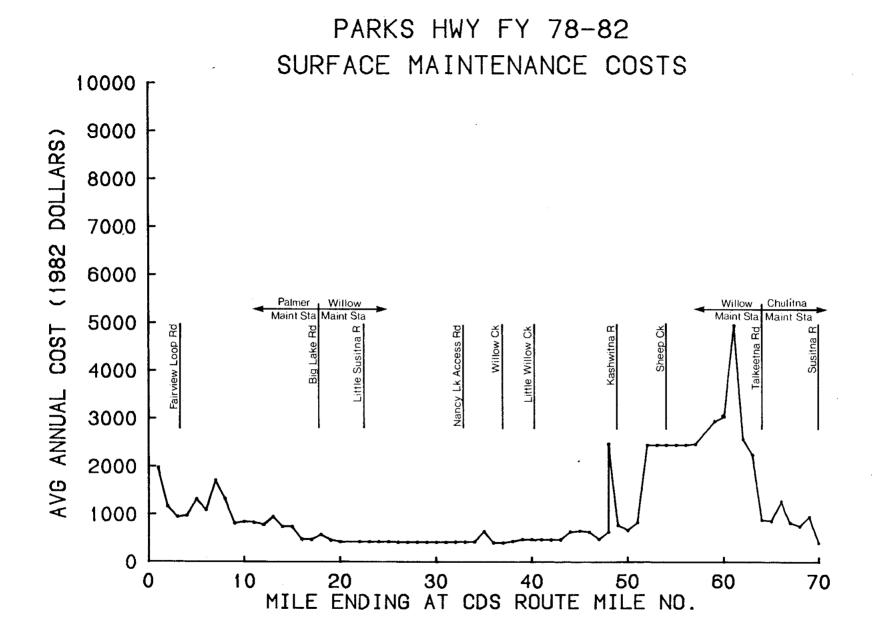


Figure 13

PARKS HWY FY 78-82 SURFACE MAINTENANCE COSTS

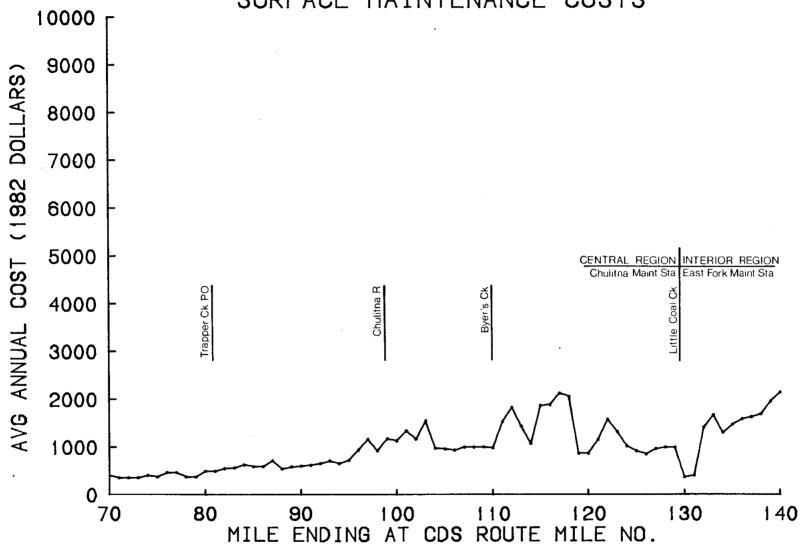


Figure 13 (cont.)

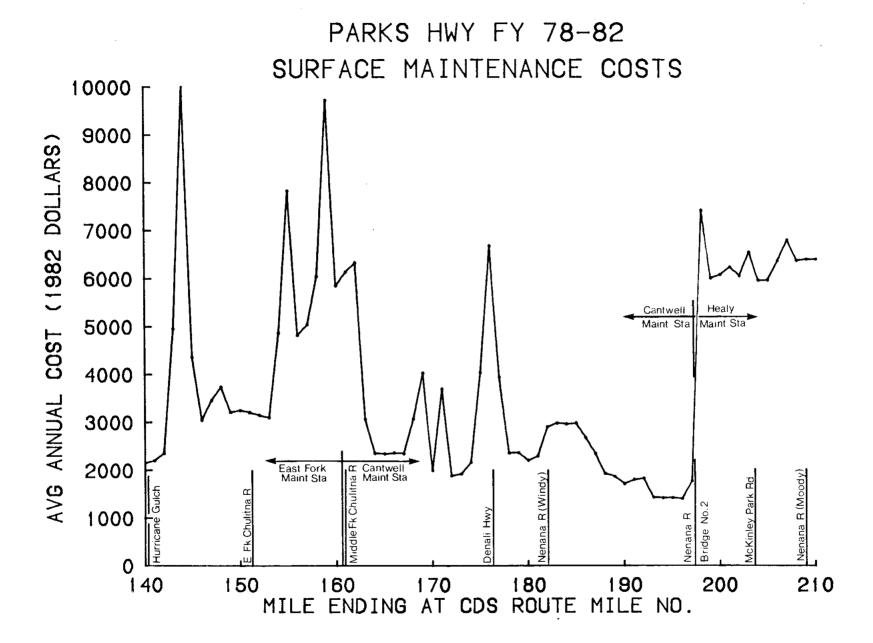


Figure 13 (cont.)

PARKS HWY FY 78-82 SURFACE MAINTENANCE COSTS

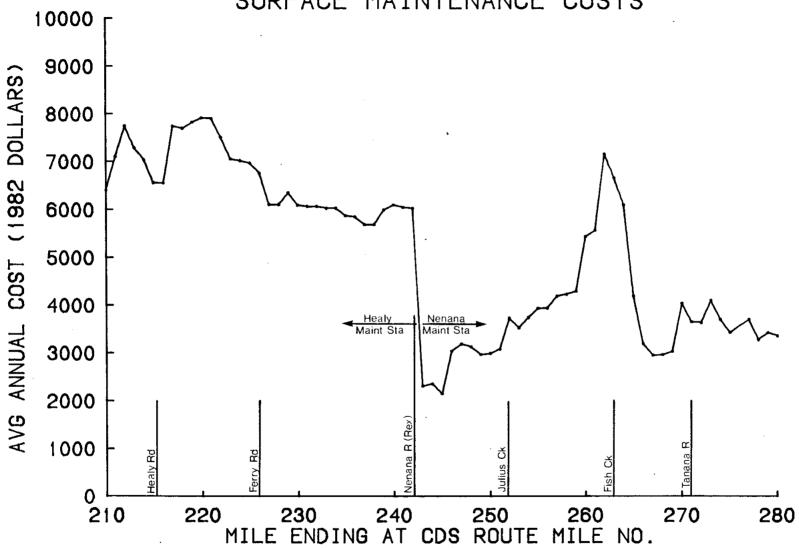


Figure 13 (cont.)

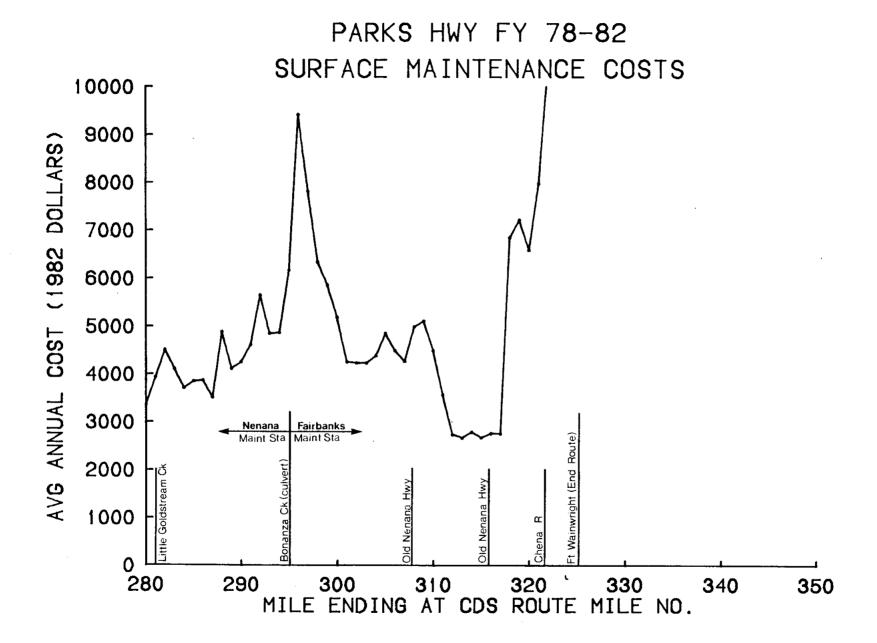


Figure 13 (cont.)

TABLE 10
Parks Highway, CDS Route 170,000
Average Annual Surface Maintenance Costs FY 178 - 182

| | Average Cost | | Average Cost | | Average Cost | | Average Cost |
|----------|--------------|----------|--------------|----------|--------------|-----------|--------------|
| CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars |
| | | | | | | | |
| 0 - 1 | 1,968 | 29 - 30 | 411 | - 59 | 2,943 | 89 - 90 | 598 |
| 1 - 2 | 1,160 | 30 - 31 | 411 | 59 - 60 | 3,043 | - 88 | 541 |
| 2 - 3 . | 944 | - 32 | 416 | - 61 | 4,954 | - 89 | 584 |
| 3 - 4 | 969 | - 33 | 416 | - 62 | 2,573 | + 91 | 616 |
| 4 - 5 | 1,312 | - 34 | 421 | - 63 | 2,244 | - 92 | 650 |
| 5 - 6 | 1,084 | 35 | 635 | - 64 | 879 | - 93 | 704 |
| 6 - 7 | 1,698 | - 36 | 398 | - 65 | 855 | - 94 | 650 |
| 7 - 8 | 1,317 | - 37 | 402 | - 66 | 1,273 | 95 | 720 |
| 8 - 9 | 807 | - 38 | 428 | - 67 | 819 | - 96 | 935 |
| 9 - 10 | 838 | - 39 | 472 | - 68 | 745 | - 97 | 1,158 |
| - 11 | 825 | 39 - 40 | 472 | - 69 | 950 | - 98 | 923 |
| ~ 12 | 778 | - 41 | 472 | 69 ~ 70 | 399 | - 99 | 1,167 |
| - 13 | 945 | - 42 | 467 | - 71 | 349 | 99 - 100 | 1,127 |
| - 14 | 739 | ~ 43 | 467 | - 72 | 349 | - 101 | 1,337 |
| - 15 | 737 | - 44 | 633 | - 73 | 349 | - 102 | 1,160 |
| - 16 | 478 | - 45 | 650 | - 74 | 401 | - 103 | 1,543 |
| - 17 | 465 | - 46 | 631 | - 75 | 369 | - 104 | 969 |
| - 18 | 568 | - 47 | 481 | - 76 | 458 | - 105 | 956 |
| - 19 | 455 | - 48 | 631 | - 77 | 458 | - 106 | 933 |
| 19 - 20 | 421 | - 49 | 771 | - 78 | 371 | - 107 | 995 |
| - 21 | 421 | 49 - 50 | 665 | ~ 79 | 371 | - 108 | 995 |
| - 22 | 421 | - 51 | 831 | 79 - 80 | 491 | - 109 | 998 |
| - 23 | 421 | - 52 | 2,449 | 81 | 491 | 109 - 110 | 983 |
| - 24 | 421 | - 53 | 2,450 | - 82 | 545 | - 111 | 1,532 |
| - 25 | 421 | - 54 . | 2,450 | - 83 | 558 | - 112 | 1,825 |
| - 26 | 411 | - 55 | 2,450 | - 84 | 626 | - 113 | 1,434 |
| - 27 | 411 | - 56 | 2,450 | ~ 85 | 590 | - 114 | 1,070 |
| - 28 | 411 | ~ 57 | 2,467 | - 86 | 590 | - 115 | 1,871 |
| - 29 | 411 | - 58 | 2,467 | - 87 | 712 | - 116 | 1,885 |
| | | | | | | | |

TABLE 10 (cont.)

| CDS Mile 1982 Dollars CDS Mile 1982 Dollars CDS Mile 1982 Dollars CDS Mile 1982 Dollars - 117 2,125 - 146 3,047 - 175 4,034 - 204 5,964 - 118 2,060 - 147 3,455 - 176 6,676 - 205 5,967 119 865 - 148 3,742 - 177 3,934 - 206 6,369 119 - 120 865 - 149 3,268 - 178 2,357 - 207 6,799 - 121 1,149 149 - 150 3,246 - 179 2,360 - 208 6,306 - 122 1,737 - 151 3,203 179 - 180 2,290 - 209 6,400 - 123 1,317 - 152 3,144 - 181 2,498 209 - 210 6,398 - 123 1,017 - 153 3,094 - 182 2,901 - 211 7,098 - 124 1,017 - 155 7,830 - 182 2,963 - 213 <th></th> <th colspan="2">Average Cost Average Cost</th> <th colspan="3">Average Cost</th> <th colspan="2">Average Cost</th> | | Average Cost Average Cost | | Average Cost | | | Average Cost | |
|--|-----------|---------------------------|-----------|--------------|-----------|--------------|--------------|-------|
| - 118 | CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Mile | ••• |
| - 118 | | | | | | | | |
| - 119 865 | - 117 | 2,125 | - 146 | 3,047 | ~ 175 | 4,034 | - 204 | 5,964 |
| 119 - 120 | - 118 | 2,060 | - 147 | 3,455 | - 176 | 6,676 | - 205 | 5,967 |
| - 121 | - 119 | 865 | - 148 | 3,742 | - 177 | 3,934 | - 206 | 6,369 |
| - 122 | 119 - 120 | 865 | - 149 | 3,208 | - 178 | 2,357 | - 207 | 6,799 |
| - 123 | - 121 | 1,149 | 149 - 150 | 3,246 | • - 179 | 2,360 | - 208 | 6,376 |
| - 124 | - 122 | 1,576 | - 151 | 3,203 | 179 - 180 | 2,204 | - 209 | 6,400 |
| - 125 913 | - 123 | 1,317 | - 152 | 3,144 | - 181 | 2,294 | 209 - 210 | 6,398 |
| - 126 847 - 155 7,830 - 184 2,963 - 213 7,284 - 127 961 - 156 4,822 - 185 2,983 - 214 7,035 - 128 992 - 157 5,043 - 186 2,676 - 215 6,559 - 129 992 - 158 6,049 - 187 2,348 - 216 6,554 129 - 130 366 - 159 9,722 - 188 1,929 - 217 7,736 - 131 398 159 - 160 5,854 - 189 1,872 - 218 7,693 - 132 1,408 - 161 6,137 189 - 190 1,715 - 219 7,819 - 133 1,671 - 162 6,333 - 191 1,804 219 - 220 7,909 - 134 1,302 - 163 3,066 - 192 1,831 - 221 7,898 - 135 1,468 - 164 2,355 - 193 1,431 - 222 7,504 - 136 1,587 - 165 2,344 - 194 1,416 - 223 7,052 - 137 1,627 - 166 2,364 - 195 1,422 - 224 7,014 - 138 1,690 - 167 2,345 - 196 1,401 - 225 6,964 - 139 1,956 - 168 3,073 - 197 1,773 - 226 6,759 139 - 140 2,145 - 169 4,028 - 198 7,413 - 227 6,103 - 141 2,199 169 - 170 1,988 - 199 6,007 - 228 6,103 - 141 2,199 169 - 170 1,988 - 199 6,007 - 228 6,103 - 142 2,357 - 171 3,666 199 - 200 6,081 - 229 6,348 - 144 10,014 - 173 1,920 - 202 6,057 - 231 6,064 | - 124 | 1,017 | - 153 | 3,094 | - 182 | 2,901 | - 211 | 7,098 |
| - 127 961 - 156 4,822 - 185 2,983 - 214 7,035 - 128 992 - 157 5,043 - 186 2,676 - 215 6,559 - 129 992 - 158 6,049 - 187 2,348 - 216 6,554 - 129 130 366 - 159 9,722 - 188 1,929 - 217 7,736 - 131 398 159 - 160 5,854 - 189 1,872 - 218 7,693 - 132 1,408 - 161 6,137 189 - 190 1,715 - 219 7,819 - 133 1,671 - 162 6,333 - 191 1,804 219 - 220 7,909 - 134 1,302 - 163 3,066 - 192 1,831 - 221 7,898 - 135 1,468 - 164 2,355 - 193 1,431 - 222 7,504 - 136 1,587 - 165 2,344 - 194 1,416 - 223 7,052 - 137 1,627 - 166 2,364 - 195 1,416 - 223 7,052 - 137 1,627 - 166 2,364 - 195 1,422 - 224 7,014 - 138 1,690 - 167 2,345 - 196 1,401 - 225 6,964 - 139 1,956 - 168 3,073 - 197 1,773 - 226 6,759 139 - 140 2,145 - 168 3,073 - 198 - 199 6,007 - 228 6,103 - 141 2,199 169 - 170 1,988 - 199 6,007 - 228 6,103 - 141 2,199 169 - 170 1,988 - 199 200 6,081 - 229 6,388 - 144 10,014 - 173 1,920 - 202 6,057 - 231 6,064 | - 125 | 913 | - 154 | 4,868 | - 183 | 2,977 | - 212 | 7,737 |
| - 127 961 - 156 4,822 - 185 2,983 - 214 7,035 128 128 992 - 157 5,043 - 186 2,676 - 215 6,559 129 992 - 158 6,049 - 187 2,348 - 216 6,554 129 130 366 - 159 9,722 - 188 1,929 - 217 7,736 129 131 398 159 - 160 5,854 - 189 1,872 - 218 7,693 131 398 159 - 160 5,854 - 189 1,872 - 218 7,693 131 1,408 - 161 6,137 189 - 190 1,715 - 219 7,819 133 1,671 - 162 6,333 - 191 1,804 219 - 220 7,909 133 1,671 - 162 6,333 - 191 1,804 219 - 220 7,909 134 1,302 - 163 3,066 - 192 1,831 - 221 7,898 135 1,468 - 164 2,355 - 193 1,431 - 222 7,504 136 1,587 - 165 2,344 - 194 1,416 - 223 7,052 1,504 1,507 1,627 - 166 2,364 - 195 1,422 - 224 7,014 1,507 1,507 1,627 - 166 2,364 - 195 1,422 - 224 7,014 1,507 1, | ~ 126 | 847 | - 155 | 7,830 | - 184 | 2,963 | - 213 | 7,284 |
| - 128 | - 127 | 961 | - 156 | 4,822 | - 185 | 2,983 | - 214 | |
| - 129 992 - 158 6,049 - 187 2,348 - 216 6,554 129 - 130 366 - 159 9,722 - 188 1,929 - 217 7,736 - 131 398 159 - 160 5,854 - 189 1,872 - 218 7,693 - 132 1,408 - 161 6,137 189 - 190 1,715 - 219 7,819 - 133 1,671 - 162 6,333 - 191 1,804 219 - 220 7,909 - 134 1,302 - 163 3,066 - 192 1,831 - 221 7,898 - 135 1,468 - 164 2,355 - 193 1,431 - 222 7,504 - 136 1,587 - 165 2,344 - 194 1,416 - 223 7,052 - 137 1,627 - 166 2,364 - 195 1,422 - 224 7,014 - 138 1,690 - 167 2,345 - 196 1,401 - 225 6,964 | - 128 | 992 | - 157 | 5,043 | - 186 | 2,676 | - 215 | |
| 129 - 130 366 - 159 9,722 - 188 1,929 - 217 7,736 - 131 398 159 - 160 5,854 - 189 1,872 - 218 7,693 - 132 1,408 - 161 6,137 189 - 190 1,715 - 219 7,819 - 133 1,671 - 162 6,333 - 191 1,804 219 - 220 7,909 - 134 1,302 - 163 3,066 - 192 1,831 - 221 7,898 - 135 1,468 - 164 2,355 - 193 1,431 - 222 7,504 - 136 1,587 - 165 2,344 - 194 1,416 - 223 7,052 - 137 1,627 - 166 2,364 - 195 1,422 - 224 7,014 - 138 1,690 - 167 2,345 - 196 1,401 - 225 6,964 - 139 1,956 - 168 3,073 - 197 1,773 - 226 6,759 139 - 140 2,145 - 169 4,028 - 198 7,413 - 2 | - 129 | 992 | ~ 158 | 6,049 | - 187 | 2,348 | - 216 | |
| - 131 | 129 - 130 | 366 | - 159 | 9,722 | - 188 | 1,929 | - 217 | • |
| - 132 | - 131 | 398 | 159 - 160 | 5,854 | - 189 | 1,872 | - 218 | |
| - 133 | - 132 | 1,408 | - 161 | 6,137 | 189 - 190 | 1,715 | - 219 | |
| - 134 | - 133 | 1,671 | - 162 | 6,333 | - 191 | 1,804 | 219 - 220 | |
| - 135 1,468 - 164 2,355 - 193 1,431 - 222 7,504 - 136 1,587 - 165 2,344 - 194 1,416 - 223 7,052 - 137 1,627 - 166 2,364 - 195 1,422 - 224 7,014 - 138 1,690 - 167 2,345 - 196 1,401 - 225 6,964 - 139 1,956 - 168 3,073 - 197 1,773 - 226 6,759 139 - 140 2,145 - 169 4,028 - 198 7,413 - 227 6,103 - 141 2,199 169 - 170 1,988 - 199 6,007 - 228 6,103 - 142 2,357 - 171 3,696 199 - 200 6,081 - 229 6,348 - 143 4,955 - 172 1,878 - 201 6,235 229 - 230 6,092 - 144 10,014 - 173 1,920 - 202 6,057 - 231 6,064 | - 134 | 1,302 | - 163 | 3,066 | - 192 | 1,831 | - 221 | |
| - 136 1,587 - 165 2,344 - 194 1,416 - 223 7,052 - 137 1,627 - 166 2,364 - 195 1,422 - 224 7,014 - 138 1,690 - 167 2,345 - 196 1,401 - 225 6,964 - 139 1,956 - 168 3,073 - 197 1,773 - 226 6,759 139 - 140 2,145 - 169 4,028 - 198 7,413 - 227 6,103 - 141 2,199 169 - 170 1,988 - 199 6,007 - 228 6,103 - 142 2,357 - 171 3,696 199 - 200 6,081 - 229 6,348 - 143 4,955 - 172 1,878 - 201 6,235 229 - 230 6,092 - 144 10,014 - 173 1,920 - 202 6,057 - 231 6,064 | - 135 | 1,468 | - 164 | 2,355 | - 193 | 1,431 | - 222 | |
| - 137 1,627 - 166 2,364 - 195 1,422 - 224 7,014 - 138 1,690 - 167 2,345 - 196 1,401 - 225 6,964 - 139 1,956 - 168 3,073 - 197 1,773 - 226 6,759 139 - 140 2,145 - 169 4,028 - 198 7,413 - 227 6,103 - 141 2,199 169 - 170 1,988 - 199 6,007 - 228 6,103 - 142 2,357 - 171 3,696 199 - 200 6,081 - 229 6,348 - 143 4,955 - 172 1,878 - 201 6,235 229 - 230 6,092 - 144 10,014 - 173 1,920 - 202 6,057 - 231 6,064 | - 136 | 1,587 | - 165 | 2,344 | - 194 | 1,416 | - 223 | |
| - 138 1,690 - 167 2,345 - 196 1,401 - 225 6,964 - 139 1,956 - 168 3,073 - 197 1,773 - 226 6,759 139 - 140 2,145 - 169 4,028 - 198 7,413 - 227 6,103 - 141 2,199 169 - 170 1,988 - 199 6,007 - 228 6,103 - 142 2,357 - 171 3,696 199 - 200 6,081 - 229 6,348 - 143 4,955 - 172 1,878 - 201 6,235 229 - 230 6,092 - 144 10,014 - 173 1,920 - 202 6,057 - 231 6,064 | - 137 | 1,627 | - 166 | 2,364 | - 195 | 1,422 | - 224 | |
| - 139 1,956 - 168 3,073 - 197 1,773 - 226 6,759 139 - 140 2,145 - 169 4,028 - 198 7,413 - 227 6,103 - 141 2,199 169 - 170 1,988 - 199 6,007 - 228 6,103 - 142 2,357 - 171 3,696 199 - 200 6,081 - 229 6,348 - 143 4,955 - 172 1,878 - 201 6,235 229 - 230 6,092 - 144 10,014 - 173 1,920 - 202 6,057 - 231 6,064 | - 138 | 1,690 | - 167 | 2,345 | - 196 | 1,401 | | |
| 139 - 140 2,145 - 169 4,028 - 198 7,413 - 227 6,103 - 141 2,199 169 - 170 1,988 - 199 6,007 - 228 6,103 - 142 2,357 - 171 3,696 199 - 200 6,081 - 229 6,348 - 143 4,955 - 172 1,878 - 201 6,235 229 - 230 6,092 - 144 10,014 - 173 1,920 - 202 6,057 - 231 6,064 | - 139 | 1,956 | - 168 | 3,073 | - 197 | 1,773 | - 226 | |
| - 141 2,199 169 - 170 1,988 - 199 6,007 - 228 6,103 - 142 2,357 - 171 3,696 199 - 200 6,081 - 229 6,348 - 143 4,955 - 172 1,878 - 201 6,235 229 - 230 6,092 - 144 10,014 - 173 1,920 - 202 6,057 - 231 6,064 | 139 - 140 | 2,145 | - 169 | 4.028 | - 198 | 7,413 | | |
| - 142 | - 141 | 2,199 | 169 - 170 | 1,988 | - 199 | 6,007 | | |
| - 143 4,955 - 172 1,878 - 201 6,235 229 - 230 6,092 - 144 10,014 - 173 1,920 - 202 6,057 - 231 6,064 | - 142 | 2,357 | - 171 | 3,696 | 199 ~ 200 | 6,081 | | |
| - 144 10,014 - 173 1,920 - 202 6,057 - 231 6,064 | - 143 | 4,955 | - 172 | 1,878 | - 201 | | | |
| 470 | - 144 | 10,614 | - 173 | 1,920 | - 202 | | | |
| 203 ° 232 ° 204°, D 203 ° 203 | - 145 | 4,359 | - 174 | 2,162 | - 203 | 6,546 | - 232 | 6,064 |

TABLE 10 (cont.)

| | Average Cost | | Average Cost | | Average Cost | | Average Cost |
|-----------|--------------|-----------|--------------|-----------|--------------|-----------|--------------|
| CDS Mile | 1982 Dollars |
| | • | | | | | | |
| - 233 | 6,027 | - 262 | 7,156 | - 291 | 4,615 | 319 - 320 | 6,591 |
| - 234 | 6,027 | - 263 | 6,655 | - 292 | 5,646 | - 321 | 7,983 |
| - 235 | 5,871 | - 264 | 6,088 | - 293 | 4,853 | - 322 | 10,521 |
| - 236 | 5,844 | - 265 | 4,188 | - 294 | 4,872 | - 323 | 15,318 |
| - 237 | 5,683 | - 266 | 3,193 | - 295 | 6,165 | - 324 | 13,757 |
| . – 238 | 5,683 | ~ 267 | 2,949 | - 296 | 9,415 | - 325 | 14,161 |
| - 239 | 5,985 | - 268 | 2,958 | - 297 | 7,810 | | |
| 239 - 240 | 6,089 | - 269 | 3,028 | - 298 | 6,337 | | |
| - 241 | 6,038 | 269 - 270 | 4,037 | - 299 · | 5,863 | | |
| - 242 | 6,022 | - 271 | 3,652 | 299 - 300 | 5,192 | | |
| ~ 243 | 2,302 | - 272 | 3,635 | - 301 | 4,249 | | |
| - 244 | 2,345 | - 273 | 4,100 | - 302 | 4,229 | | |
| - 245 | 2,143 | - 274 | 3,700 | - 303 | 4,229 | | |
| - 246 | 3,028 | - 275 | 3,428 | - 304 | 4,380 | | |
| - 247 | 3,177 | - 276 | 3,460 | - 305 | 4,847 | | |
| - 248 | 3,119 | - 277 | 3,697 | - 306 | 4,489 | | |
| - 249 | 2,959 | - 278 | 3,277 | ~ 307 | 4,271 | | |
| 249 - 250 | 2,984 | ~ 279 | 3,421 | - 308 | 4,992 | | |
| - 251 | 3,075 | 279 - 280 | 3,355 | - 309 | 5,112 | | |
| - 252 | 3,723 | - 281 | 3,934 | 309 - 310 | 4,495 | | |
| - 253 | 3,523 | - 282 | 4,505 | - 311 | 3,570 | | |
| - 254 | 3,737 | - 283 | 4,108 | - 312 | 2,735 | | |
| - 255 | 3,928 | - 284 | 3,708 | - 313 | 2,666 | | |
| - 256 | 3,936 | - 285 | 3,851 | - 314 | 2,787 | | |
| - 257 | 4,185 | - 286 | 3,869 | - 315 | 2,668 | | |
| - 258 | 4,225 | - 287 | 3,516 | - 316 | 2,757 | | |
| - 259 | 4,288 | - 288 | 4,880 | - 317 | 2,750 | | |
| 259 - 260 | 5,431 | - 289 | 4,115 | - 318 | 6,851 | | |
| - 261 | 5,562 | 289 - 290 | 4,253 | - 319 | 7,215 | | |

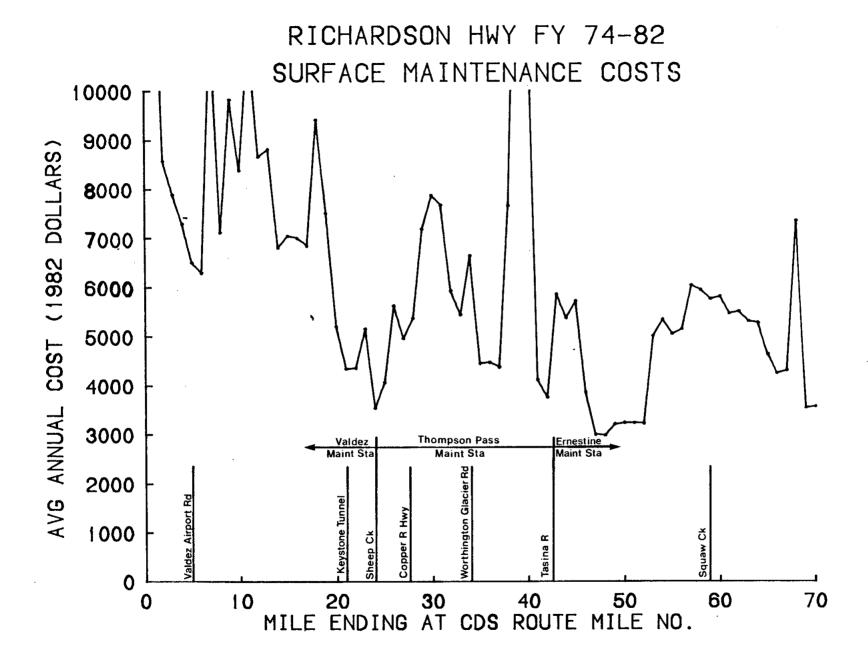


Figure 14

RICHARDSON HWY FY 74-82 SURFACE MAINTENANCE COSTS

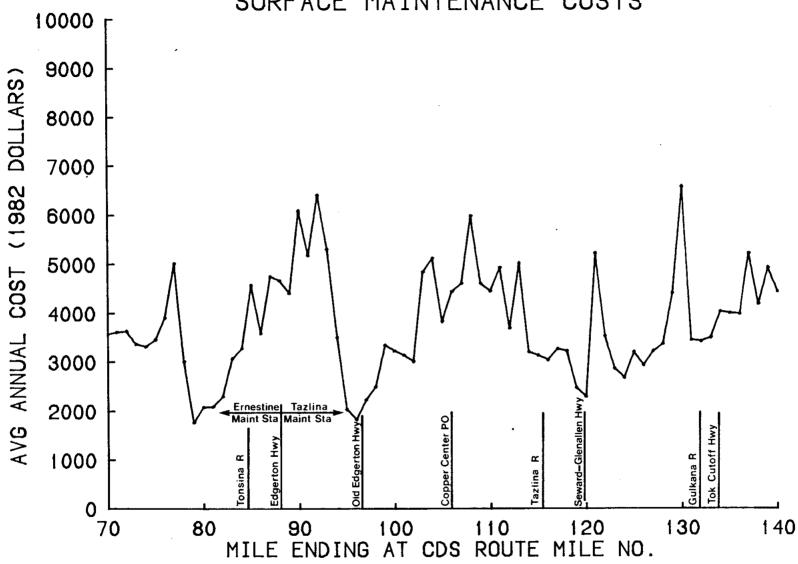


Figure 14 (cont.)

RICHARDSON HWY FY 74-82

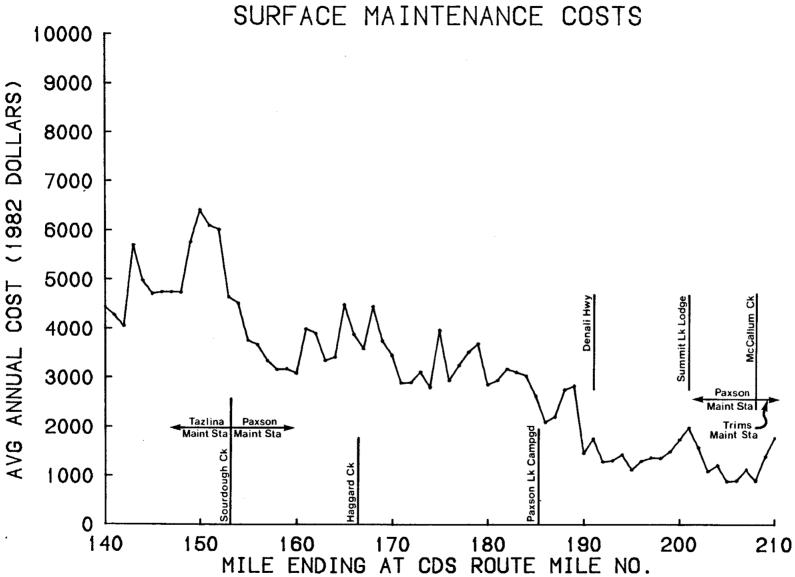


Figure 14 (cont.)

RICHARDSON HWY FY 74-82 SURFACE MAINTENANCE COSTS

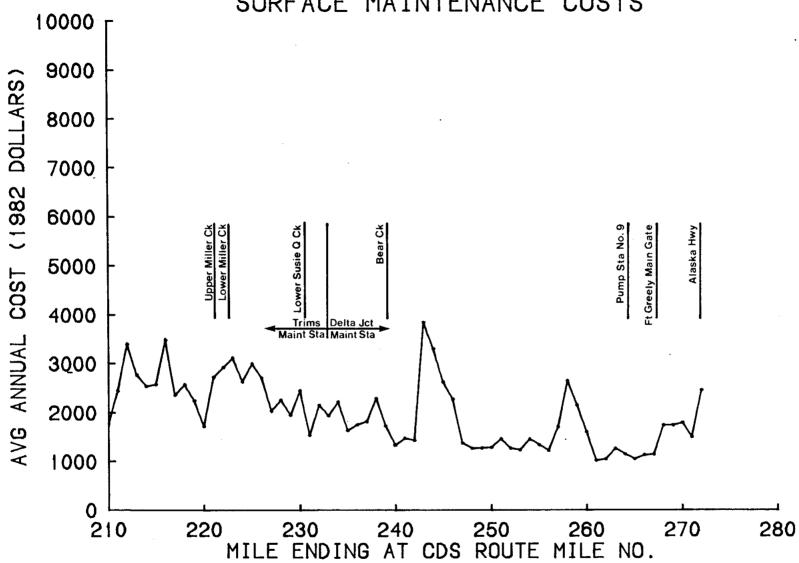


Figure 14 (cont.)

TABLE 11

Richardson Highway, CDS Route 190,000

Average Annual Maintenance Costs FY '74 - '82

| | Average Cost | | Average Cost | | Average Cost | | Average Cost |
|----------|--------------|------------------|--------------|-------------|--------------|-----------|--------------|
| CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Miles | 1982 Dollars | CDS Miles | 1982 Dollars |
| _ | | | • | | | | |
| - 1 | 13,408 | 29 - 30 | 7,874 | - 59 | 5,763 | - 88 | 4,663 |
| . – 2 | 8,581 | 30 ~ 31 | 7,675 | 59 ~ 60 | 5,813 | - 89 | 4,411 |
| - 3 | 7,890 | - 32 | 5,934 | - 61 | 5,473 | 89 - 90 | 6,090 |
| - 4 | 7,296 | - 33 | 5,446 | - 62 | 5,512 | - 91 | 5,179 |
| - 5 | 6,511 | - 34 | 6,646 | - 63 | 5,317 | - 92 | 6,407 |
| - 6 | 6,298 | - 35 | 4,453 | - 64 | 5,281 | - 93 | 5,303 |
| - 7 | 11,445 | - 36 | 4,474 | - 65 | 4,643 | - 94 | 3,505 |
| - 8 | 7,121 | - 37 | 4,375 | - 66 | 4,250 | - 95 | 2,034 |
| - 9 | 9,828 | - 38 | 7,662 | - 67 | 4,311 | - 96 | 1,828 |
| 9 - 10 | 8,385 | - 3 9 | 14,111 | - 68 | 7,355 | - 97 | 2,234 |
| - 11 | 11,160 | 39 - 40 | 13,090 | - 69 | 3,550 | - 98 | 2,500 |
| - 12 | 8,667 | - 41 | 4,112 | 69 - 70 | 3,571 | - 99 | 3,344 |
| - 13 | 8,815 | - 42 - | 3,759 | - 71 | 3,609 | 99 - 100 | 3,226 |
| - 14 | 6,809 | - 43 | 5,860 | - 72 | 3,632 | - 101 | 3,142 |
| - 15 | 7,042 | - 44 | 5,380 | - 73 | 3,367 | - 102 | 3,008 |
| - 16 | 7,000 | - 45 | 5,726 | - 74 | 3,316 | - 103 | 4,837 |
| - 17 | 6,844 | - 46 | 3,864 | - 75 | 3,455 | - 104 | 5,117 |
| - 18 | 9,418 | - 47 | 3,000 | - 76 | 3,903 | - 105 | 3,830 |
| - 19 | 7,508 | - 48 | 2,985 | - 77 | 5,013 | - 106 | 4,439 |
| 19 - 20 | 5,207 | - 49 | 3,212 | - 78 | 3,012 | - 107 | 4,607 |
| - 21 | 4,339 | 49 - 50 | 3,241 | ~ 79 | 1,767 | - 108 | 5,981 |
| - 22 | 4,357 | - 51 | 3,235 | 79 - 80 | 2,077 | ~ 109 | 4,608 |
| - 23 | 5,157 | - 52 | 3,224 | - 81 | 2,085 | 109 - 110 | 4,449 |
| - 24 | 3,538 | - 53 | 5,013 | ~ 82 | 2,293 | - 111 | 4,923 |
| - 25 | 4,063 | - 54 | 5,347 | - 83 | 3,066 | - 112 | 3,689 |
| - 26 | 5,626 | - 55 | 5,052 | - 84 | 3,278 | - 113 | 5,019 |
| - 27 | 4,965 | ~ 56 | 5,148 | * ~ 85 | 4,575 | - 114 | 3,202 |
| - 28 | 5,377 | 57 | 6,039 | - 86 | 3,591 | - 115 | 3,133 |
| - 29 | 7,194 | - 58 | 5,944 | - 87 | 4,747 | - 116 | 3,039 |
| | | | • • | | ***** | | 0,000 |

Average Cost

· CDS Miles

- 204

- 205

- 206

- 207

- 208

- 226

- 227

- 228

- 229

- 231

- 232

229 - 230

1982 Dollars

3,963

2,938

3,241

3,514

3,687

1,366

1,356

11,488

1,736

1,980

1,581

1,089

CDS Miles

- 175

~ 176

- 177

- 178

- 179

- 197

- 198

~ 199

- 201

- 202

- 203

199 - 200

3,587

4,447

3,742

3,455

2,886

2,894

3,108

2,795

Average Cost

1982 Dollars

4,739

4,741

4,734

5,756

6,414

Average Cost

1982 Dollars

3,262

3,222

2,472

2,289

5,216

4,183

4,930

4,437

4,276

4,050

5,698

4,979

4,708

CDS Miles

~ 117

- 118

- 119

- 121

- 138

- 139

- 141

- 142

- 143

- 144

- 145

139 - 140

119 - 120

CDS Miles

- 146

- 147

- 148

- 149

~ 167

- 168

- 169

- 171

- 172

- 173

- 174

169 - 170

149 - 150

Average Cost

1982 Dollars

1,211

888

899

898

1,128

1,389

1,775

2,441

3,397

2,766

2,536

2,575

3,486

2,361

2,568

2,240

1,718

2,717

2,918

3,114

2,629

2,993

2,699

2,033

2,253

1,947

2,445

1,538

2,156

| | Average Cost | | Average Cost |
|-----------|--------------|-----------|--------------|
| CDS Miles | 1982 Dollars | CDS Miles | 1982 Dollars |
| | | | |
| - 233 | 1,939 | - 262 | 1,050 |
| - 234 | 2,219 | - 263 | 1,261 |
| - 235 | 1,640 | - 264 | 1,147 |
| - 236 | 1,754 | - 265 | 1,049 |
| - 237 | 1,817 | - 266 | 1,726 |
| - 238 | 2,287 | - 267 | 1,145 |
| - 239 | 1,133 | - 268 | 1,741 |
| 239 - 240 | 1,337 | - 269 | 1,741 |
| 240 - 241 | 1,473 | 269 - 270 | 1,795 |
| - 242 | 1,432 | - 271 | 1,499 |
| - 243 | 3,842 | - 272 | 2,454 |
| - 244 | 3,305 | | |
| - 245 | 2,626 | | |
| - 246 | 2,268 | | |
| - 247 | 1,372 | | |
| - 248 | 1,267 | | |
| - 249 | 1,271 | | |
| 249 - 250 | 1,286 | | |
| - 251 | 1,457 | | |
| - 252 | 1,270 | | |
| - 253 | 1,234 | | |
| - 254 | 1,456 | | |
| - 255 | .1,340 | | |
| - 256 | 1,227 | | |
| - 257 | 1,711 | | |
| - 258 | 2,647 | | |
| - 259 | 2,154 | | |
| 259 - 260 | 1,609 | | |
| - 261 | 1,020 | | |

SEWARD-GLENALLEN HWY FY 77-82 SURFACE MAINTENANCE COSTS 10000 9000 AVG ANNUAL COST (1982 DOLLARS) Seward Moose Pass Silvertip Maint Sta Maintenance Station Maint Sta 8000 7000 6000 5000 Jct Sterling Hwy 4000 3000 Resurrection R Rd 2000 1000 0 20 30 40 MILE ENDING AT CDS ROUTE 10 70 50 60 0 MILE NO.

Figure 15

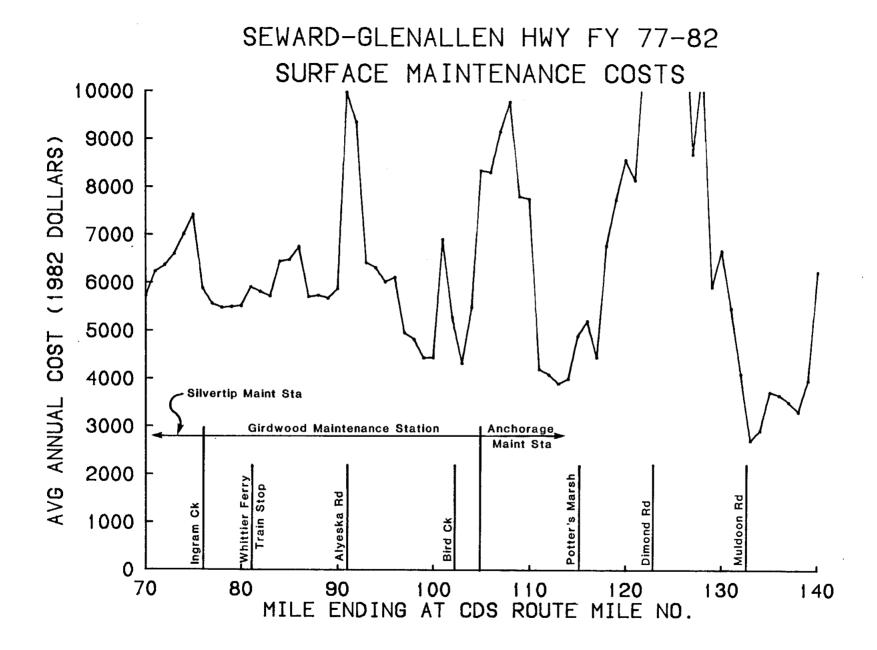
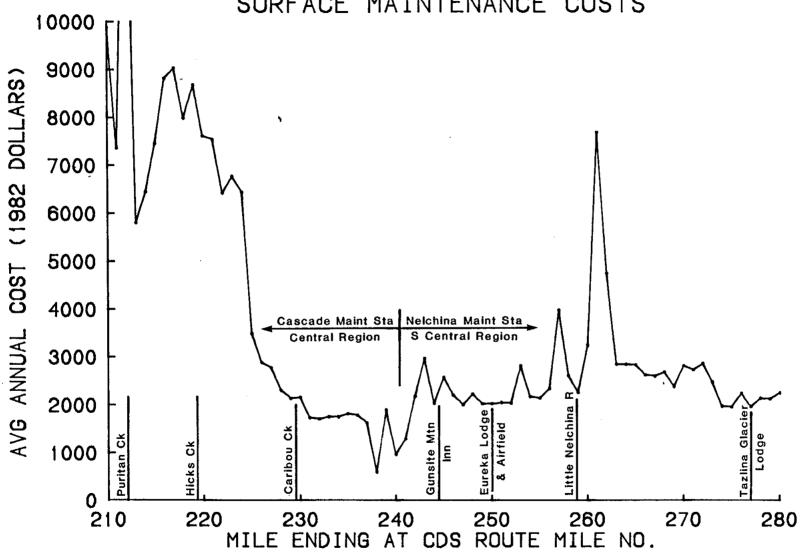


Figure 15 (cont.)

SEWARD-GLENALLEN HWY FY 77-82 SURFACE MAINTENANCE COSTS 10000 Anchorage Palmer Palmer Cascade 9000 Maint Sta Maint Sta Maint Sta Maint Sta DOLLARS) 8000 7000 (1982 6000 5000 AVG ANNUAL COST 4000 Knik & Matanuska R 3000 2000 1000 0 190 140 150 160 180 200 210 170

Figure 15 (cont.)

MILE ENDING AT CDS ROUTE MILE NO.



SEWARD-GLENALLEN HWY FY 77-82 SURFACE MAINTENANCE COSTS

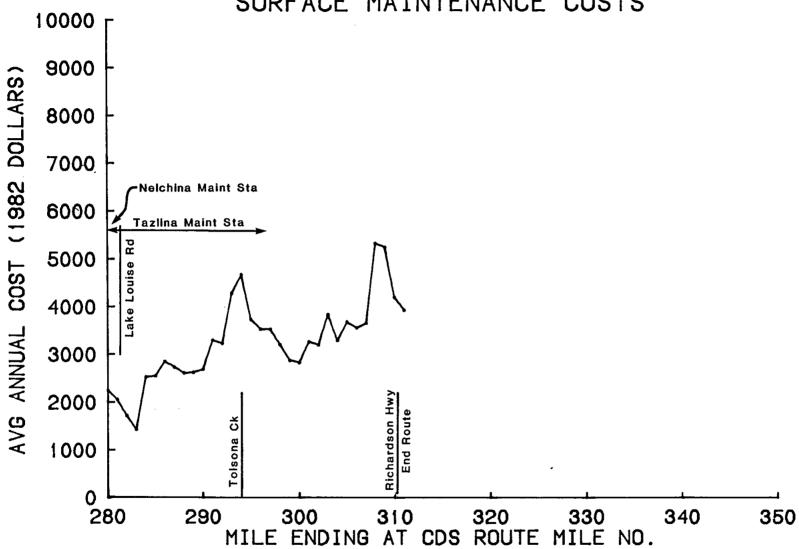


Figure 15 (Continued)

TABLE 12
Seward-Glenallen Highway, CDS Route 130,000
Average Annual Surface Maintenance Costs FY '77 - '82

| | Average Cost | | Average Cost | | Average Cost | | Average Cost |
|------------------|--------------|-----------|--------------|-----------------|--------------|-------------|--------------|
| CDS Miles | 1982 Dollars | CDS Miles | 1982 Dollars | CDS Mile | 1982 Dollars | CDS Mile | 1982 Dollars |
| | | | | | | | |
| - 1 | 5,174 | 29 - 30 | 1,219 | 59 | 6,627 | - 88 | 5,741 |
| - 2 | 3,558 | - 31 | 1,598 | 59 - 60 | 6,516 | - 89 | 5,681 |
| - 3 | 3,051 | - 32 | 1,954 | - 61 | 6,638 | 89 - 90 | 5,897 |
| - 4 | 2,734 | - 33 | 2,230 | - 62 | 6,619 | - 91 | 9,981 |
| - 5 _. | 2,982 | - 34 | 1,401 | - 63 | 6,452 | - 92 | 9,361 |
| - 6 | 2,297 | - 35 | 1,211 | - 64 | 6,130 | - 93 | 6,425 |
| - 7 | 2,560 | - 36 | 1,311 | - 65 | 6,144 | - 94 | 6,321 |
| - 8 | 2,574 | - 37 | 2,214 | - 66 | 6,401 | - 95 | 6,025 |
| - 9 | 2,350 | - 38 | 3,766 | - 67 | 6,815 | - 96 | 6,119 |
| 9 - 10 | 2,136 | - 39 | 2,682 | - 68 | 5,999 | - 97 | 4,964 |
| - 11 | 2,073 | 39 ~ 40 | 2,468 | - 69 | 5,913 | - 98 | 4,825 |
| - 12 | 1,897 | - 41 | 3,362 | 69 - 7 0 | 5,715 | - 99 | 4,443 |
| ~ 13 | 2,030 | - 42 | 4,217 | - 71 | 6,229 | 99 - 100 | 4,445 |
| - 14 | 1,847 | - 43 | 4,591 | - 72 | 6,364 | - 101 | 6,910 |
| - 15 | 1,845 | - 44 | 4,603 | ~ 73 | 6,600 | - 102 | 5,289 |
| - 16 | 1,944 | - 45 . | 2,577 | - 74 | 7,013 | - 103 | 4,333 |
| - 17 | 1,919 | - 46 | 2,378 | - 75 | 7,416 | - 104 | 5,494 |
| - 18 | 2,295 | - 47 | 4,893 | - 76 | 5,887 | - 105 | 8,350 |
| - 19 | 1,935 | - 48 | 5,119 | - 77 | 5,564 | - 106 | 8,313 |
| 19 - 20 | 1,806 | - 49 | 6,406 | - 78 | 5,482 | - 107 | 9,163 |
| - 21 | 1,783 | 49 - 50 | 8,024 | - 79 | 5,497 | - 108 | 9,781 |
| - 22 | 1,961 | - 51 | 6,463 | 79 - 80 | 5,517 | - 109 | 7,801 |
| - 23 | 2,323 | - 52 | 6,525 | - 81 | 5,911 | 109 - 110 | 7,748 |
| - 24 | 1,705 | ~ 53 | 6,603 | - 82 | 5,813 | - 111 | 4,202 |
| - 25 | 1,309 | - 54 | 7,090 | - 83 | 5,720 | - 112 | 4,085 |
| - 26 | 1,656 | - 55 | 13,831 | - 84 | 6,445 | - 113 | 3,899 |
| - 27 | 1,266 | - 56 | 6,899 | - 85 | 6,481 | - 114 | 4,001 |
| ~ 28 | 1,237 | - 57 | 7,246 | - 86 | 6,753 | - 115 | 4,895 |
| - 29 | 1,294 | - 58 | 7,202 | - 87 | 5,711 | - 116 | 5,209 |
| | | | | | - · · · | | 3,203 |

TABLE 12 (cont.)

| | Average Cost | | Average Cost | | Average Cost | | Average Cost |
|-----------|--------------|-----------|--------------|-----------|--------------|-----------|--------------|
| CDS Miles | 1982 Dollars |
| - 117 | 4,453 | - 146 | 8,492 | - 175 | 8,304 | - 204 | 2,268 |
| ~ 118 | 6,786 | - 147 | 7,453 | - 176 | 5,805 | - 205 | 2,430 |
| - 119 | 7,743 | - 148 | 6,511 | - 177 | 5,398 | - 206 | 2,947 |
| 119 - 120 | 8,573 | - 149 | 5,466 | - 178 | 4,585 | - 207 | 5,171 |
| - 121 | 8,152 | 149 - 150 | 4,855 | - 179 | 5,115 | - 208 | 4,082 |
| - 122 | 11,104 | - 151 | 2,650 | 179 - 180 | 5,282 | - 209 | 6,230 |
| - 123 | 11,730 | - 152 | 3,420 | - 181 | 3,543 | 209 - 210 | 9,876 |
| - 124 | 19,780 | - 153 | 2,468 | ~ 182 | 10,817 | - 211 | 7,362 |
| - 125 | 19,922 | - 154 | 4,847 | - 183 | 2,937 | - 212 | 15,667 |
| - 126 | 12,359 | - 155 | 3,750 | - 184 | 3,444 | - 213 | 5,806 |
| - 127 | 8,692 | - 156 | 1,054 | - 185 | 4,904 | - 214 | 6,449 |
| - 128 | 10,530 | - 157 | 471 | - 186 | 2,917 | - 215 | 7,454 |
| - 129 | 5,921 | - 158 | 442 | - 187 | 2,641 | - 216 | 8,815 |
| 129 - 130 | 6,673 | - 159 | 860 | - 188 | 4,473 | - 217 | 9,031 |
| - 131 | 5,483 | 159 - 160 | 586 | - 189 | 7,359 | - 218 | 7,986 |
| - 132 | 4,107 | - 161 | 956 | 189 - 190 | 3,543 | - 219 | 8,682 |
| - 133 | 2,712 | - 162 | 2,071 | - 191 | 3,696 | 219 - 220 | 7,610 |
| - 134 | 2,922 | - 163 | 1,703 | - 192 | 3,222 | - 221 | 7,536 |
| - 135 | 3,725 | - 164 | 4,774 | - 193 | 3,292 | - 222 | 6,424 |
| - 136 | 3,661 | - 165 | 2,624 | - 194 | 4,063 | - 223 | 6,763 |
| - 137 | 3,519 | - 166 | 3,049 | - 195 | 3,763 | - 224 | 6,435 |
| - 138 | 3,315 | - 167 | 5,808 | - 196 | 3,528 | - 225 | 3,492 |
| ~ 139 | 3,971 | - 168 | 7,215 | - 197 | 3,183 | - 226 | 2,884 |
| 139 - 140 | 6,235 | - 169 | 9,262 | - 198 - | 3,238 | - 227 | 2,772 |
| - 141 | 11,462 | 169 - 170 | 13,006 | - 199 | 2,944 | - 228 | 2,305 |
| - 142 | 14,147 | - 171 | 11,707 | 199 - 200 | 2,454 | - 229 | 2,136 |
| - 143 | 14,263 | - 172 | 7,812 | - 201 | 2,662 | 229 ~ 230 | 2,161 |
| - 144 | 13,459 | - 173 | 8,056 | - 202 | 2,596 | - 231 | 1,737 |
| - 145 | 7.816 | - 174 | 9,640 | ~ 203 | 2,345 | - 232 | 1,709 |

TABLE 12 (cont.)

| | Average Cost | | Average Cost | | Average Cost |
|-----------|--------------|-----------|--------------|-----------|--------------|
| CDS Miles | 1982 Dollars | CDS Miles | 1982 Dollars | CDS Miles | 1982 Dollars |
| | | | | | |
| - 233 | 1,755 | - 261 | 7,692 | - 289 | 2,625 |
| - 234 | 1,755 | - 262 | 4,746 | 289 - 290 | 2,692 |
| ~ 235 | 1,819 | - 263 | 2,844 | ~ 291 | 3,302 |
| - 236 | 1,788 | - 264 | 2,838 | - 292 | 3,234 |
| - 237 | 1,626 | - 265 | 2,830 | - 293 | 4,287 |
| - 238 | 596 | - 266 | 2,622 | - 294 | 4,674 |
| - 239 | 1,894 | - 267 | 2,597 | - 295 | 3,736 |
| 239 - 240 | 965 | - 268 | 2,681 | - 296 | 3,531 |
| - 241 | 1,290 | - 269 | 2,375 | - 297 | 3,530 |
| - 242 | 2,182 | 269 - 270 | 2,811 | - 298 | 3,206 |
| - 243 | 2,968 | - 271 | 2,732 | - 299 | 2,876 |
| - 244 | 2,030 | - 272 | 2,857 | 299 - 300 | 2,828 |
| - 245 | 2,568 | - 273 | 2,473 | - 301 | 3,266 |
| - 246 | 2,198 | - 274 | 1,967 | - 302 | 3,198 |
| - 247 | 1,998 | - 275 | 1,950 | ~ 303 | 3,839 |
| - 248 | 2,217 | - 276 | 2,242 | °- 304 | 3,302 |
| - 249 | 2,022 | - 277 | 1,960 | - 305 | 3,683 |
| 249 - 250 | 2,022 | - 278 | 2,134 | - 306 | 3,564 |
| - 251 | 2,044 | ~ 279 | 2,120 | - 307 | 3,662 |
| - 252 | 2,035 | 279 - 280 | 2,246 | - 308 | 5,331 |
| - 253 | 2,811 | - 281 | 2,054 | - 309 | 5,247 |
| - 254 | 2,172 | - 282 | 1,722 | 309 - 310 | 4,205 |
| - 255 | 2,138 | - 283 | 1,433 | - 311 | 3,935 |
| - 256 | 2,338 | - 284 | 2,526 | | |
| - 257 | 3,976 | - 285 | 2,549 | | |
| - 258 | 2,611 | - 286 | 2,851 | | |
| - 259 | 2,260 | - 287 | 2,735 | | |
| 259 - 260 | 3,243 | - 288 | 2,614 | | |
| | | | | | |

STEESE HWY FY 74-82 SURFACE MAINTENANCE COSTS



Figure 16

STEESE HWY FY 74-82 SURFACE MAINTENANCE COSTS

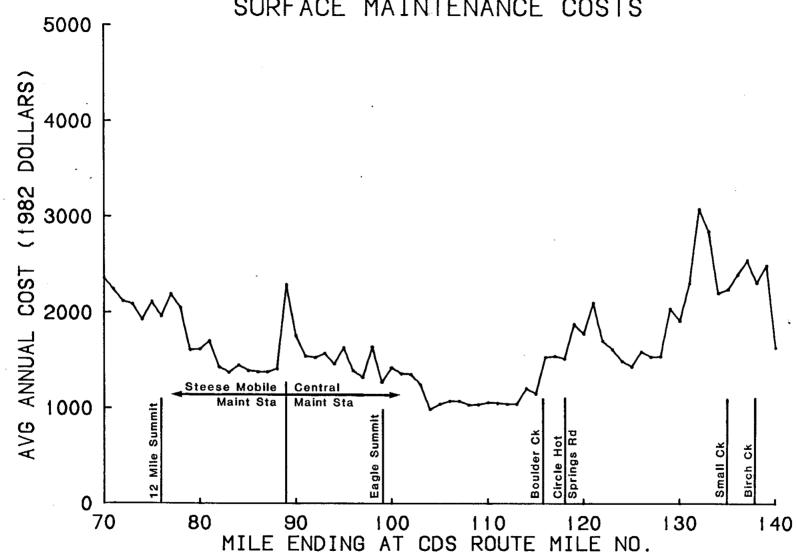


Figure 16 (cont.)

STEESE HWY FY 74-82 SURFACE MAINTENANCE COSTS

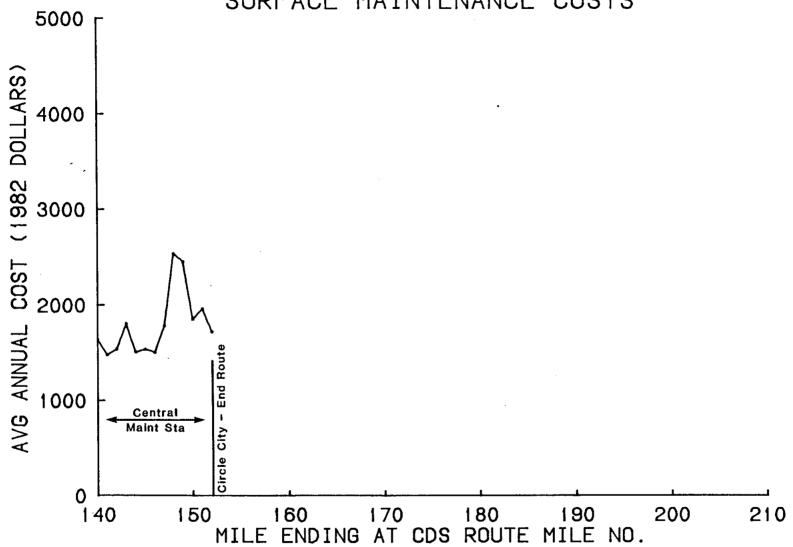


Figure 16 (Cont.)

TABLE 13

Steese Highway, CDS Route 152,000

Average Annual Surface Maintenance Costs FY '74 - '82

| | Average Cost | | Average Cost | | Average Cost | | |
|-----------|--------------|-----------|--------------|-----------|--------------|-----------|--------------|
| CDS Miles | 1982 Dollars |
| • | | | | | | | |
| - 1 | 2,346 | 29 - 30 | 2,407 | - 59 | 3,038 | - 88 | 1,408 |
| - 2 | 2,319 | - 31 | 2,460 | 59 - 60 | 1,747 | - 89 | 2,290 |
| - 3 | 2,675 | - 32 | 1,520 | - 61 | 1,693 | 89 - 90 | 1,735 |
| - 4 | 2,226 | - 33 | 2,137 | - 62 | 1,919 | - 91 | 1,541 |
| - 5 | 2,155 | - 34 | 1,597 | - 63 | 2,037 | ~ 92 | 1,526 |
| - 6 | 2,127 | 35 | 1,547 | ~ 64 | 2,413 | - 93 | 1,571 |
| - 7 | 2,149 | - 36 | 1,464 | - 65 | 2,448 | - 94 | 1,458 |
| - 8 | 1,559 | - 37 | 1,469 | - 66 | 2,714 | - 95 | 1,630 |
| - 9 | 1,105 | - 38 | 1,075 | - 67 | 2,115 | - 96 | 1,390 |
| 9 - 10 | 1,026 | - 39 | 1,071 | - 68 | 2,090 | - 97 | 1,319 |
| - 11 | 2,572 | 39 - 40 | 1,117 | - 69 | 2,181 | - 98 | 1,638 |
| - 12 | 1,587 | - 41 | 1,140 | 69 - 70 | 2,361 | - 99 | 1,271 |
| - 13 | - 1,744 | - 42 | 1,088 | - 71 | 2,242 | 99 - 100 | 1,419 |
| - 14 | 1,630 | - 43 | 1,052 | - 72 | 2,116 | - 101 | 1,358 |
| ~ 15 | 2,302 | - 44 | 1,067 | - 73 | 2,084 | - 102 | 1,351 |
| ~ 16 | 2,343 | - 45 | 1,038 | - 74 | 1,926 | - 103 | 1,243 |
| - 17 | 2,429 | - 46 | 1,172 | - 75 | 2,111 | - 104 | 985 |
| - 18 | 2,702 | - 47 | 1,412 | - 76 | 1,960 | - 105 | 1,040 |
| - 19 | 2,570 | - 48 | 1,290 | - 77 | 2,189 | - 106 | 1,070 |
| 19 - 20 | 2,936 | - 49 | 1,338 | - 78 | 2,047 | - 107 | 1,069 |
| - 21 | 2,582 | 49 - 50 | 1,121 | - 79 | 1,608 | - 108 | 1,029 |
| - 22 | 2,564 | - 51 | 1,302 | 79 - 80 | 1,614 | - 109 | 1,033 |
| - 23 | 2,594 | - 52 | 1,164 | - 81 | 1,701 | 109 - 110 | 1,056 |
| - 24 | 2,322 | - 53 | 1,347 | - 82 | 1,428 | - 111 | 1,048 |
| - 25 | 2,311 | - 54 | 1,664 | 83 | 1,369 | - 112 | 1,040 |
| ~ 26 | 2,344 | - 55 | 2,308 | - 84 | 1,444 | - 113 | 1,042 |
| - 27 | 2,413 | - 56 | 2,001 | - 85 | 1,388 | - 114 | 1,202 |
| - 28 | 2,323 | - 57 | 1,946 | - 86 | 1,374 | - 115 | 1,148 |
| - 29 | 2,486 | - 58 | 2,172 | - 87 | 1,374 | - 116 | 1,530 |

TABLE 13 (cont.)

| | Average Cost | | Average Cost |
|-----------|--------------|-----------|--------------|
| CDS Miles | 1982 Dollars | CDS Miles | 1982 Dollars |
| | | | |
| - 117 | 1,539 | - 146 | 1,502 |
| - 118 | 1,515 | - 147 | 1,780 |
| - 119 | 1,877 | - 148 | 2,533 |
| 119 - 120 | 1,777 | - 149 | 2,451 |
| ~ 121 | 2,098 | 149 - 150 | 1,850 |
| - 122 | 1,700 | - 151 | 1,960 |
| - 123 | 1,616 | - 152 | 1,718 |
| - 124 | 1,491 | | |
| - 125 | 1,433 | | |
| - 126 | 1,588 | | |
| ~ 127 | 1,534 | | |
| - 128 | 1,539 | | |
| - 129 | 2,039 | | |
| 129 - 130 | 1,914 | | |
| - 131 | 2,308 | | |
| - 132 | 3,079 | | |
| - 133 | 2,850 | | |
| - 134 | 2,207 | | |
| - 135 | 2,246 | | |
| - 136 | 2,398 | | |
| - 137 | 2,551 | | |
| - 138 | 2,315 | | |
| - 139 | 2,496 | | |
| 139 - 140 | 1,636 | | |
| - 141 | 1,475 | | |
| - 142 | 1,537 | | |
| - 143 | 1,802 | | |
| - 144 | 1,507 | | |
| - 145 | 1,534 | | |

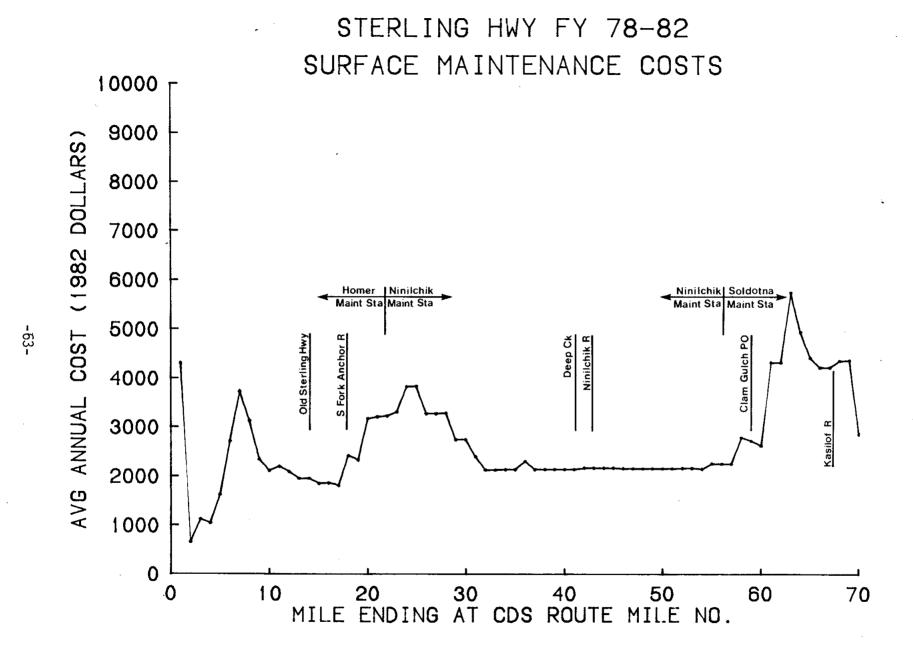


Figure 17

-64-

Figure 17 (cont.)

TABLE 14

Sterling Highway, CDS Route 110,000

Average Annual Surface Maintenance Costs FY '74 - '82

| | Average Cost | | Average Cost | | Average Cost | | Average Cost |
|-----------|--------------|-----------|--------------|-----------|--------------|-----------|--------------|
| CDS Miles | 1982 Dollars |
| | | | • | | | | 1502 Bollars |
| - 1 | 4,304 | 29 - 30 | 2,745 | - 59 | 2,718 | 89 - 90 | 3,894 |
| - 2 | 652 | - 31 | 2,401 | 59 - 60 | 2,620 | ~ 88 | 4,163 |
| - 3 | 1,119 | - 32 | 2,123 | - 61 | 4,325 | - 89 | 4,163 |
| - 4 | 1,041 | - 33 | 2,123 | - 62 | 4,325 | ~ 91 | 3,651 |
| - 5 | 1,625 | - 34 | 2,131 | - 63 | 5,743 | - 92 | 4,127 |
| ~ 6 | 2,712 | - 35 | 2,131 | - 64 | 4,942 | - 93 | 4,029 |
| - 7 | 3,728 | - 36 | 2,302 | - 65 | 4,419 | - 94 | 3,636 |
| - 8 | 3,131 | - 37 | 2,131 | - 66 | 4,225 | - 95 | 4,821 |
| · - 9 | 2,340 | - 38 | . 2,132 | - 67 | 4,225 | - 96 | 4,860 |
| 9 - 10 | 2,112 | - 39 | 2,132 | - 68 | 4,361 | - 97 | 4,342 |
| - 11 | 2,198 | 39 - 40 | 2,132 | - 69 | 4,367 | - 98 | 3,011 |
| ~ 12 | 2,090 | - 41 | 2,132 | 69 - 70 | 2,859 | - 99 | 3,117 |
| - 13 | 1,947 | - 42 | 2,168 | - 71 | 3,083 | 99 - 100 | 3,293 |
| - 14 | 1,947 | - 43 | 2,168 | - 72 | 2,889 | ~ 101 | 2,710 |
| - 15 | 1,847 | - 44 | 2,168 | - 73 | 3,165 | - 102 | 3,705 |
| - 16 | 1,857 | - 45 | 2,168 | - 74 | 2,730 | - 103 | 3,560 |
| - 17 | 1,809 | - 46 | 2,158 | - 75 | 2,733 | - 104 | 3,208 |
| - 18 | 2,413 | - 47 | 2,155 | - 76 | 2,749 | - 105 | 3,957 |
| - 19 | 2,326 | - 48 | 2,155 | - 77 | 2,771 | - 106 | 4,680 |
| 19 - 20 | 3,168 | - 49 | 2,155 | - 78 | 2,708 | - 107 | 2,685 |
| - 21 | 3,205 | 49 - 50 | 2,155 | - 79 | 2,675 | - 108 | 1,985 |
| - 22 | 3,224 | - 51 | 2,155 | 79 - 80 | 2,948 | - 109 | 1,927 |
| - 23 | 3,308 | - 52 | 2,161 | - 81 | 3,142 | 109 - 110 | 1,912 |
| - 24 | 3,822 | ~ 53 | 2,161 | - 82 | 2,886 | - 111 | 1,867 |
| - 25 | 3,830 | - 54 | 2,148 | - 83 | 2,966 | - 112 | 1,829 |
| ~ 26 | 3,272 | - 55 | 2,254 | - 84 | 3,611 | - 113 | 1,854 |
| ~ 27 | 3,273 | - 56 | 2,253 | - 85 * | 5,732 | - 114 | 1,854 |
| - 28 | 3,283 | - 57 | 2,251 | - 86 | 5,178 | - 115 | 2,087 |
| - 29 | 2,745 | - 58 | 2,788 | - 87 | 5,053 | - 116 | 2,032 |

TABLE 14 (cont.)

| CDS Miles | Average Cost 1982 Dollars |
|-----------|------------------------------|
| ~ 117 | 2,070 |
| - 118 | 2,070 |
| - 119 | 7,454 |
| 119 - 120 | 7,389 |
| - 121 | 11,684 |
| - 122 | 3,203 |
| - 123 | 3,301 |
| - 124 | 4,283 |
| - 125 | 3,439 |
| - 126 | 4,562 |
| - 127 | 5,669 |
| - 128 | 4,798 |
| - 129 | 5,312 |
| 129 - 130 | 5,296 |
| - 131 | 4,270 |
| - 132 | 4,980 |
| - 133 | 4,952 |
| - 134 | 4,801 |
| - 135 | 4,076 |
| - 136 | 3,768 |
| - 137 | 3,042 |
| - 138 | 3,079 |
| - 139 | 2,657 |

TAYLOR HIGHWAY FY 74-82

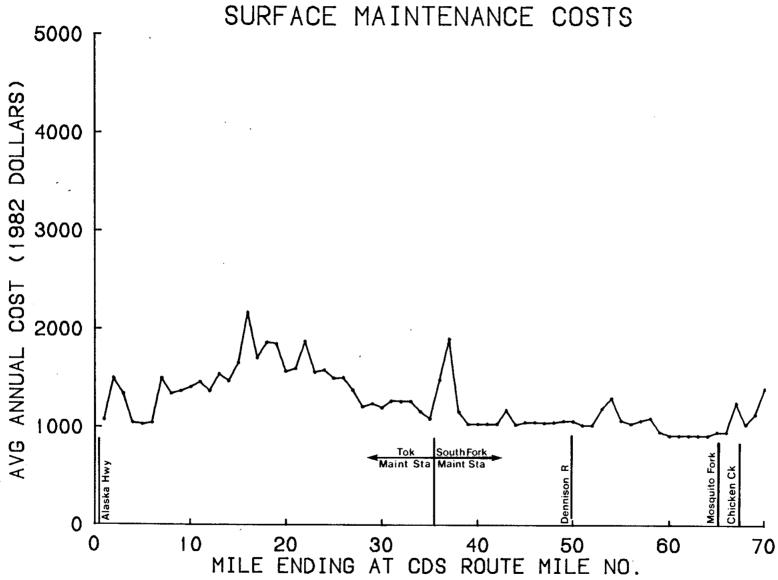


Figure 18

TAYLOR HWY FY 74-82 SURFACE MAINTENANCE COSTS

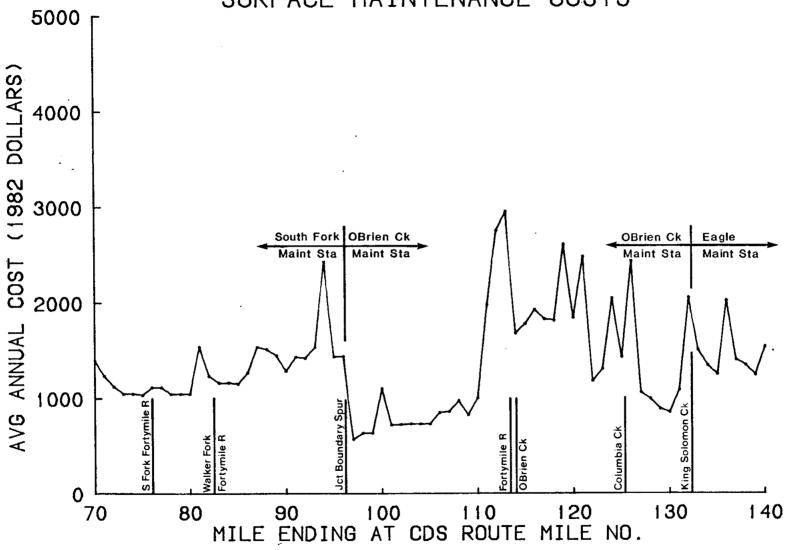


Figure 18 (cont.)

TAYLOR HWY FY 74-82 SURFACE MAINTENANCE COSTS

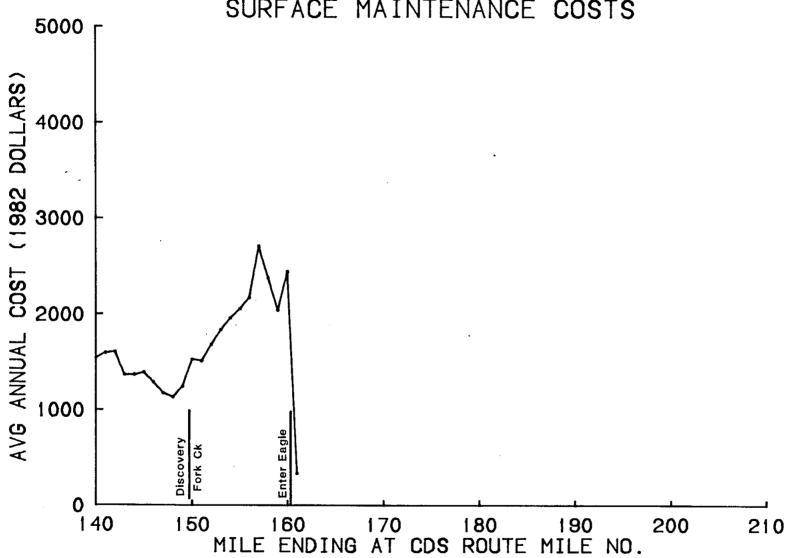


Figure 18, (Cont.)

TABLE 15
Taylor Highway, CDS Route 250,000
Average Annual Surface Maintenance Costs FY '74 - '82

| | Average Cost | | Average Cost | | | Average Cost | | Average Cost |
|-----------|--------------|-----------|--------------|-------|----------------|--------------|-----------|--------------|
| CDS Miles | 1982 Dollars | CDS Miles | 1982 Dollars | CDS M | liles | 1982 Dollars | CDS Miles | 1982 Dollars |
| | | | | | | | | |
| - 1 | 1,074 | 29 - 30 | 1,197 . | | 59 | 951 | 89 - 90 | 1,284 |
| - 2 | 1,494 | - 31 | 1,265 | 59 ~ | 60 | 914 | - 88 | 1,512 |
| 3 | 1,339 | - 32 | 1,261 | - | 61 | 914 | - 89 | 1,447 |
| - 4 | 1,045 | - 33 | 1,262 | - | 62 | 914 | - 91 | 1,429 |
| - 5 | 1,027 | - 34 | 1,158 | - | 63 | 914 | - 92 | 1,420 |
| - 6 | 1,045 | - 35 | 1,081 | - | 64 | 914 | - 93 | 1,536 |
| ~ 7 | 1,497 | - 36 | 1,477 | - | 65 | 952 | - 94 | 2,430 |
| - 8 | 1,341 | - 37 | 1,898 | - | 66 | 952 | - 95 | 1,436 |
| - 9 | 1,364 | - 38 | 1,156 | - | 67 | 1,250 | - 96 | 1,438 |
| - 10 | 1,403 | - 39 | 1,027 | - | 68 | 1,030 | - 97 | 572 |
| - 11 | 1,457 | 39 - 40 | 1,027 | - | 69 | 1,132 | - 98 | 635 |
| - 12 | 1,365 | - 41 | 1.030 | 69 - | 70 | 1,396 | - 99 | 635 |
| - 13 | 1,538 | - 42 | 1,030 | - | 71 | 1,235 | 99 - 100 | 1,102 |
| - 14 | 1,467 | - 43 | 1,172 | - | 72 | 1,125 | - 101 | 720 |
| · ~ 15 | 1,653 | - 44 | 1,025 | - | 73 | 1,048 | - 102 | 725 |
| - 16 | 2,168 | - 45 | 1,050 | - | 74 | 1,048 | - 103 | 731 |
| ~ 17 | 1,704 | - 46 | 1,050 | - | 75 | 1,036 | - 104 | 731 |
| - 18 | 1,861 | - 47 | 1,042 | - | 76 | 1,116 | - 105 | 729 |
| - 19 | 1,846 | - 48 | 1,050 | - | 77 | 1,116 | - 106 | 848 |
| .19 - 20 | 1,567 | - 49 | 1,063 | - | 78 | 1,046 | - 107 | 860 |
| - 21 | 1,594 | 49 - 50 | 1,061 | - | 7 9 | 1,046 | - 108 | 972 |
| ~ 22 | 1,870 | - 51 | 1,020 | 79 - | 80 | 1,046 | - 109 | 826 |
| - 23 | 1,558 | - 52 | 1,020 | - | 81 | 1,538 | 109 - 110 | 1,001 |
| - 24 | 1,579 | - 53 | 1,190 | - | 82 | 1,233 | - 111 | 1,977 |
| - 25 | 1,498 | - 54 | 1,296 | - | 83 | 1,162 | - 112 | 2,753 |
| - 26 | 1,503 | - 55 | 1,067 | - | 84 | 1,162 | - 113 | 2,952 |
| - 27 | 1,376 | - 56 | 1,033 | - | 85 | 1,151 | - 114 | 1,678 |
| - 28 | 1,208 | - 57 | 1,065 | , - | 86 | 1,264 | - 115 | 1,775 |
| ~ 29 | 1,238 | ~ 58 | 1,091 | - | 87 | 1,534 | - 116 | 1,924 |
| | | | | | | | | |

TABLE 15 (cont.)

| | Average Cost | | Average Cost |
|-----------|--------------|-----------|--------------|
| CDS Miles | 1982 Dollars | CDS Miles | 1982 Dollars |
| | | | |
| - 117 | 1,827 | - 146 | 1,287 |
| - 118 | 1,813 | - 147 | 1,173 |
| - 119 | 2,608 | - 148 | 1,132 |
| 119 - 120 | 1,840 | - 149 | 1,243 |
| - 🔰 2 1 | 2,479 | 149 - 150 | 1,525 |
| - 122 | 1,181 | - 151 | 1,508 |
| - 123 | 1,305 | - 152 | 1,679 |
| - 124 | 2,044 | - 153 | 1,835 |
| - 125 | 1,432 | - 154 | 1,960 |
| - 126 | 2,435 | - 155 | 2,055 |
| - 127 | 1,062 | - 156 | 2,173 |
| - 128 | 992 | - 157 | 2,711 |
| - 129 | 888 | - 158 | 2,378 |
| 129 - 130 | 852 | - 159 | 2,043 |
| - 131 | 1,085 | 159 - 160 | 2,446 |
| - 132 | 2,053 | - 161 | 334 |
| - 133 | 1,506 | | |
| - 134 | 1,343 | | |
| ~ 135 | 1,251 | | |
| - 136 | 2,023 | | |
| - 137 | 1,403 | | |
| - 138 | 1,345 | | |
| - 139 | 1,243 | | |
| 139 - 140 | 1,538 | | |
| - 141 | 1,593 | | |
| - 142 | 1,606 | | |
| ~ 143 | 1,367 | | |
| - 144 | 1,367 | | |
| - 145 | 1,389 | | |

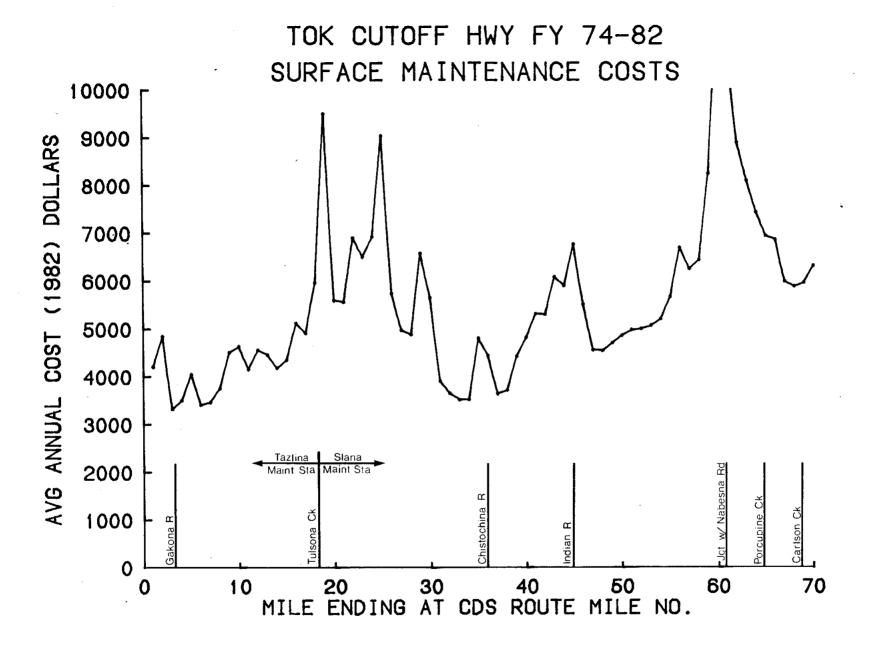


Figure 19

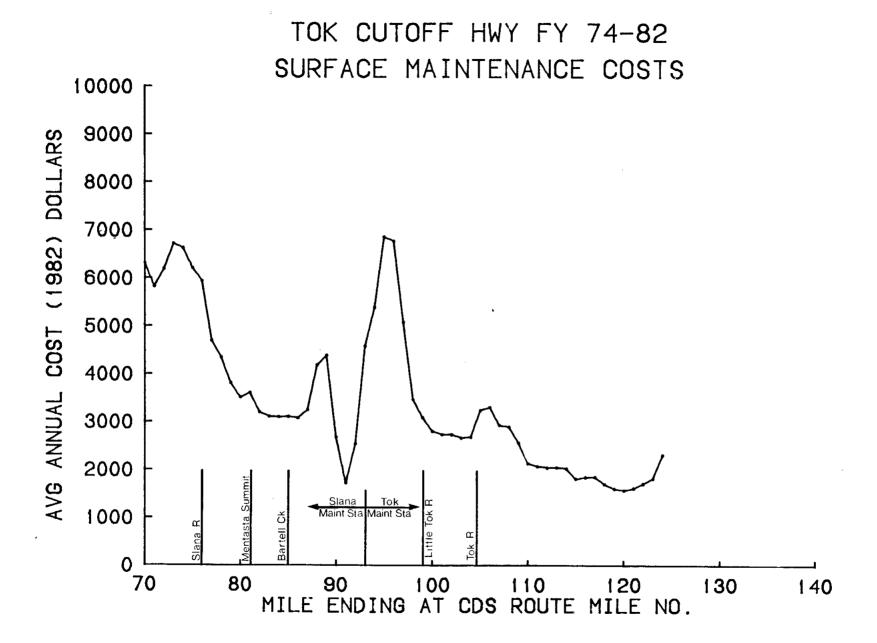


Figure 19 (Cont.)

TABLE 16

Tok Cutoff Highway, CDS Route 230,000

Average Annual Surface Maintenance Costs FY '74 - '82

| | Average Cost | | Average Cost | | Average Cost | • | Average Cost |
|-----------|--------------|--------------|--------------|-----------------|--------------|----------------|--------------|
| CDS Miles | 1982 Dollars | CDS Miles | 1982 Dollars | CDS Miles | 1982 Dollars | CDS Miles | 1982 Dollars |
| | | 29 - 30 | 5,653 | - 59 | 8,241 | 89 - 90 | 2,687 |
| - 1 | 4,207 | - 31 | 3,907 | - 33 59 - 60 | 12,198 | - 88 | 4,184 |
| - 2 | 4,844 | - 32 | 3,649 | - 61 | 10,746 | - 89 | 4,390 |
| | 3,323 | - 33 | 3,516 | - 62 | 8,888 | - 91 | 1,729 |
| - 4 | 3,499 | - 34 | 3,521 | - 62 - 63 | 8,089 | - 92 | 2,552 |
| - 5 | 4,045 | - 35 | 4,803 | - 64 | 7,433 | - 93 | 4,589 |
| - 6 | 3,413 | ~ 36 | 4,440 | - 65 | 6,940 | 94 | 5,390 |
| - 7 | 3,467 | - 37 | 3,637 | - 66 | 6,862 | - 95 | 6,863 |
| - 8 | 3,756 | - 38 | 3,714 | - 67 | 5,992 | - 96 | 6,775 |
| - 9 | 4,507 | - 39 | 4,418 | - 68 | 5,884 | - 97 | 5,091 |
| 9 - 10 | 4,634 | 39 - 40 | 4,814 | - 69 | 5,962 | - 98 | 3,475 |
| - 11 | 4,155 | - 41 | 5,308 | 69 - 70 | 6,316 | - 99 | 3,093 |
| - 12 | 4,561 | - 41 - 42 | 5,298 | 09 - 70 | 5,825 | 99 - 100 | 2,805 |
| - 13 | 4,458 | | 6,077 | | · | - 101 | 2,738 |
| - 14 | 4,184 | - 43 | 5,900 | - 72 | 6,188 | | 2,736 |
| - 15 | 4,354 | - 44 | 6,764 | - 73 | 6,719 | - 102 | |
| - 16 | 5,119 | - 45 | 5,510 | - 74 | 6,632 | - 103 | 2,667 |
| - 17 | 4,914 | - 46 | | - 75 | 6,209 | - 104 | 2,685 |
| - 18 | 5,964 | - 47 | 4,555 | ~ 76 | 5,935 | - 105 | 3,246 |
| - 19 | 9,499 | - 48 | 4,541 | - 77 | 4,698 | - 106 | 3,309 |
| 19 - 20 | 5,597 | - 49 | 4,698 | - 78 | 4,352 | - 107 | 2,934 |
| - 21 | 5,558 | 49 - 50 | 4,856 | - 79 | 3,813 | - 108 | 2,902 |
| - 22 | 6,902 | - 51 | 4,974 | 79 - 80 | 3,514 | - 109 | 2,567 |
| - 23 | 6,506 | - 52 | 4,997 | - 81 | 3,608 | 109 - 110 | 2,141 |
| - 24 | 6,924 | - 53 | 5,064 | - 82 | 3,200 | - 111 | 2,082 |
| - 25 | 9,034 | - 54 | 5,202 | - 83 | 3,112 | - 112 | 2,055 |
| - 26 | 5,742 | - 55 | 5,658 | - 84 | 3,101 | - 113 | 2,061 |
| - 27 | 4,972 | - 56 | 6,685 | - 85 | 3,107 | - 114 | 2,038 |
| - 28 | 4,878 | - 57 | 6,247 | - 86 | 3,081 | - 115 | 1,824 |
| - 29 | 6,579 | - 58 | 6,434 | - 87 | 3,250 | - 116 | 1,855 |

TABLE 16 (cont.)

| Average Cos |
|--------------|
| 1982 Dollars |
| |
| 1,862 |
| 1,710 |
| 1,614 |
| 1,582 |
| 1,623 |
| 1,717 |
| 1,826 |
| 2,317 |
| 358 |
| |

CHAPTER 4

IMPLEMENTATION OF RESEARCH RESULTS

This research project has resulted in the compilation of maintenance costs of selected Alaskan highways. Along with the previous report "Compilation of Highway and Airport Maintenance Costs" this information will be useful to regional maintenance supervisors and directors, highway designers and budget planning personel to ascertain factors involved in building and maintaining different types of roads. This report will be distributed throughout the Department as a reference manual.